

KUNSTLE BANNED BY SCCA FOR YEAR

See Page 1

MOTOR RACING

Vol. 2—No. 16

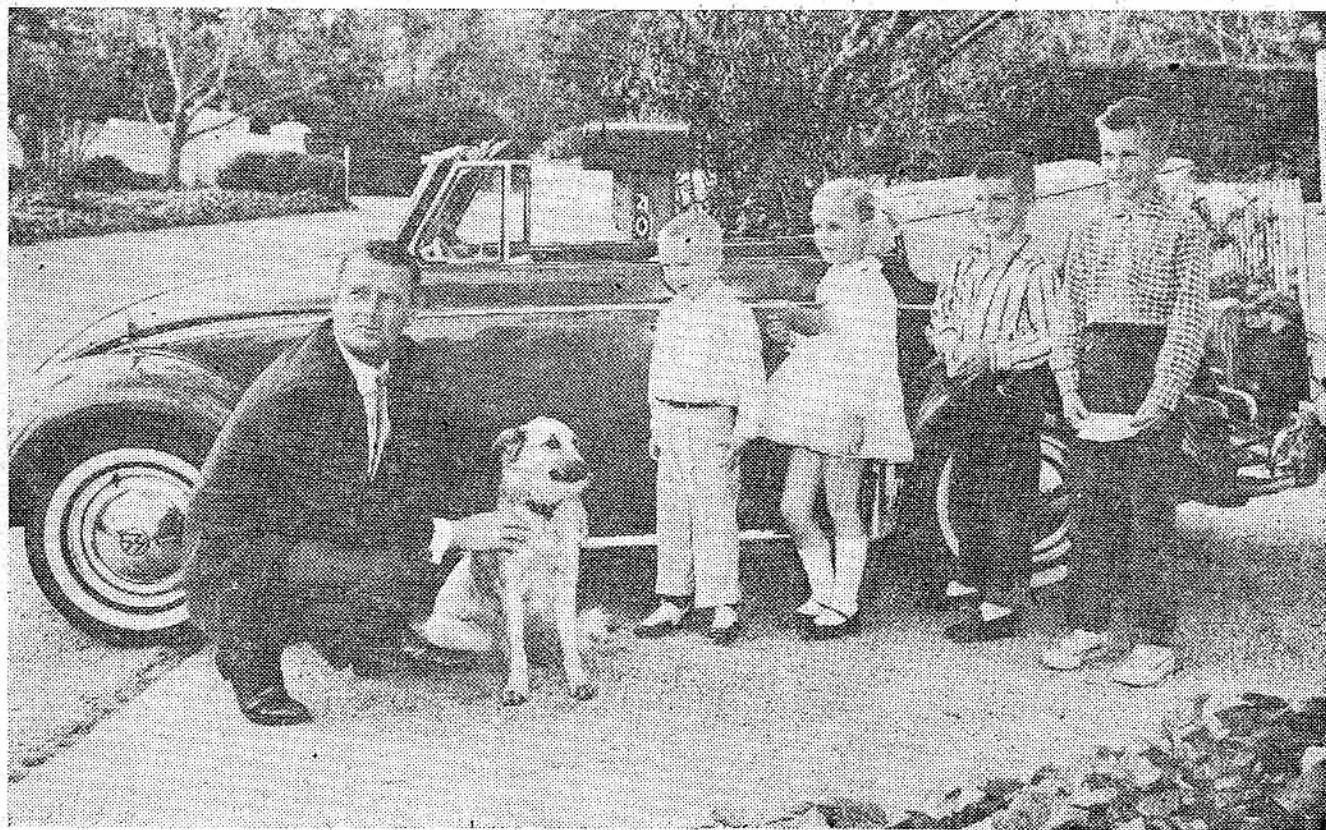
(Published Bi-Weekly)
except last issue of calendar year

Los Angeles, Calif. 15c

© May 31-June 7, 1957

TWO BIG-BORE WINS REGISTERED BY ERIC HAUSER AT SANTA BARBARA!

See Page 1



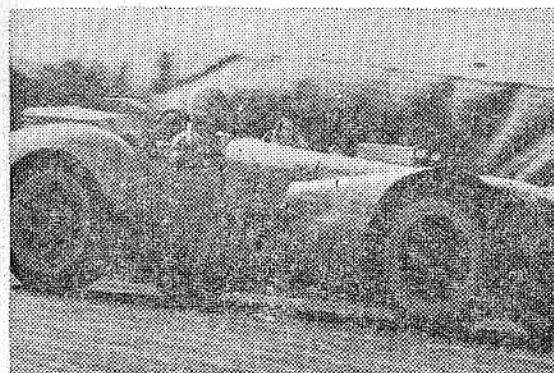
AMONG MANY motion picture celebrities participating in the International Sports CARNIVAL Sunday, June 2, at Devonshire Downs, Northridge, is Sterling Hayden. Here he is in front of his immaculate Volkswagen with children and pooch. The children,

left to right, are Matthew, 5; Gretchen, 7; Dana, 8, and Casey, 10. That's Duchess-with Actor Hayden, who will be among the judges for the big, varied program staged for benefit of new Valley Presbyterian Hospital by Las Patronitas Guild. See Pg. 1.

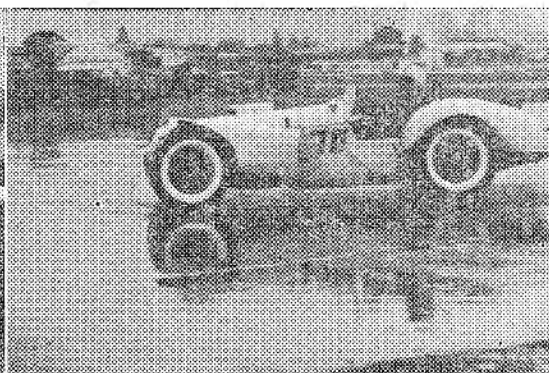
SHELBY VICTORIOUS AT SANTA ROSA

See Page 1

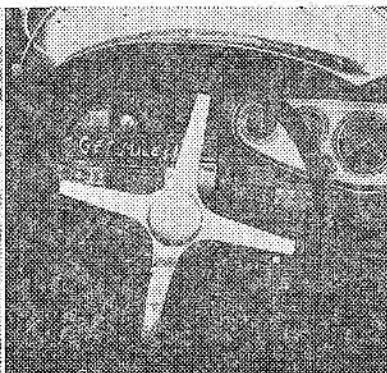
Hauser Belts Foreign Cars At Santa Barbara



—Vignolle & Powell



—Gene Simon



—Woods & Landon



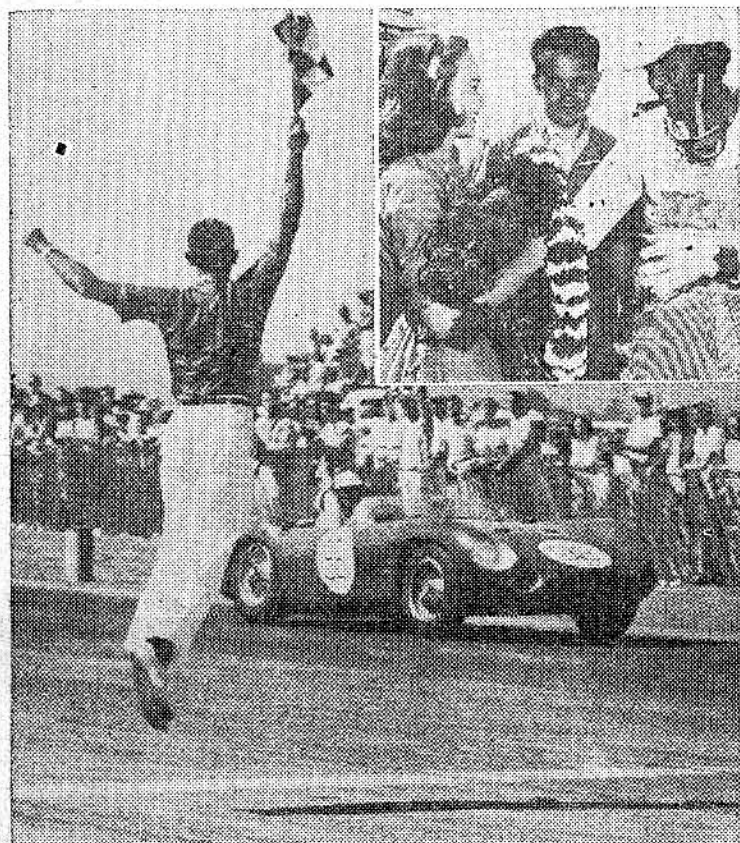
—Woods & Landon

ERIC HAUSER finds both wet and dry weather to his liking as he won both days, May 18-19, in featured CSCC big-bore races at Santa Barbara. At left he heads out of turn 3 on dry course Sunday, while second panel shows

him racing out of turn 9 during Saturday's wet going. Second photo from right shows part of dashboard of potent Buick-powered Balchowsky Special. Note sign: "Get Miles." At right is Max Balchowsky, who built car.

MOTOR RACING

Vol. 2—No. 16 (Published Bi-Weekly) 15c 44 May 31-June 7, 1957



—John LeBaron, Press Democrat

BIG WINNER—Carroll Shelby flashes across the finish line the winner in last Sunday's over-1500cc main event at Santa Rosa, Calif. He was driving John Edgar's 3-liter Maserati, which was really sharp in S.F. SCCA race. Giving him checkered flag is Starter John Luce. Inset shows the likeable Texan getting victory wreath from Diane Romero, Miss Sonoma County. Memori Barbieri, a No. Calif. mechanic, is in center.

SCCA BANS KUNSTLE FOR ACCEPTING MONEY

Handsome Jean Pierre Kunstle, 28, of Carmel, Calif., one of the top under-1500cc drivers in the U.S., has been banned from racing for one year by the Sports Car Club of America.

The charge was professionalism. He admitted having accepted the \$1500 that accrued to him for taking second in index with Ken Miles at the recent 12-hour Sebring enduro.

He said Miles did not come in for any of the money, which he used to pay his two mechanics and to buy parts, plus his expenses.

The entry was filed in his name, and he was notified of the ban by the National Contest Board, which, it is understood, also gave the boot to Art Bunker, who with Chuck Wallace, won on index at Sebring. They also drove a Porsche.

According to reports, money won by U.S. drivers at Sebring must be turned over to a charity designated by SCCA and nobody else, including a charity of the driver's own choosing.

Kunstle, who has been racing five years, will be eligible at Sebring next year, and according to his friends, he has no alternative but to win the handicap division and pocket \$3000, instead of \$1500.

What his status will be in



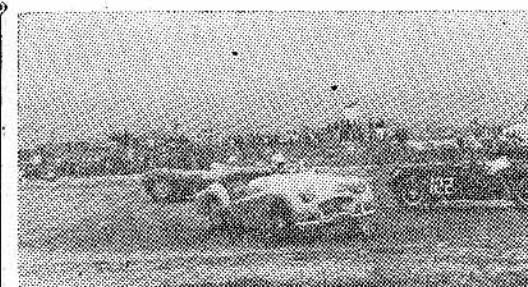
—Lester Nehamkin
JEAN PIERRE KUNSTLE

Ousted by SCCA.

CSCC races is a matter of conjecture, although this outfit is supposed to go along with SCCA on the pro question.

ELKHART BLANKS OUT

ELKHART LAKE, Wis., May 27—Entry blanks have been mailed to holders of 1957 competition licenses for the National Championship Sports Car Road Races billed here June 22-23,



—Gene Simon



—Marvin Reichler

LOOK OUT!—There was action even in practice at Santa Barbara. Right: Jerry Austin, D-Jaguar (133), appears headed into Triumph TR2 (230) driven by Bill Cavenee. But, as photo at left shows, Austin went around him. Coming up is Triumph TR2 (122) piloted by Clark Merrick.

Hauser Posts Double Win In Balchowsky Buick Spl.

By GUS V. VIGNOLLE

MOTORACING Staff Correspondent

(Complete Racing Charts on Pages 6-14)

SANTA ROSA, Calif., May 26—Against a pastoral background in this lush, rolling country, with golden sunshine streaming through the purified atmosphere, Carroll Shelby, of Dallas, America's No. 1 sports car pilot, today won the big race at the third annual Santa Rosa road races before a crowd of some 13,000 spectators.

If a car's engine was humming to perfection, it was that of John Edgar's 3-liter Maserati. This was the car that couldn't accelerate out of the turns at Hawaii, but that wasn't the case today.

A factory mechanic from Italy had worked the car over, and it fairly shot out of the corners over this unique, tricky course at the Cotati Airstrip that measures right around 2 miles.

Despite this, Carroll said the car's clutch went out at the start of the 30-lap race. But it didn't bother a driver of Shelby's caliber, who, it appeared, could have won by even more than his 27-second margin over Sammy Weiss, in a Porsche 550 RS Spyder.

VON NEUMANN 3RD

John von Neumann, in the 2-liter Testa Rossa he bought in Honolulu, was third, followed by Donald James, in a big Buick Special, and Richie Ginther, in Johnny Porter's Porsche Spyder.

Shelby's time was 49:47.12, and he lapped everybody except Weiss and von Neumann. This was his second win in one week, having scored with another Maserati at Cumberland before 62,000 fans the Sunday before.

Shelby had his troubles in this San Francisco SCCA race, feature of the Santa Rosa Rose Festival. After a poor start because of the clutch poop-out (he said),

(Continued on Page 6, Col. 3)



—Gene Simon—Lester Nehamkin

COMING OUT of turn 9 at Santa Barbara races, Richie Ginther (inset) wound up with Aston Martin in water-filled ditch. He escaped unscathed.



—Marvin Reichler

PYLON WHACKED—At Santa Barbara, in race 11 Sunday, Arthur Morton's Austin-Healey smacks a Mobilgas pylon on turn 9, toppling it.

SANTA BARBARA, Calif., May 19—Will everybody in the classroom please stand up and give Eric Hauser three lusty cheers.

They said he was only a mudder when he won at Pomona some time back, but yesterday and today he proved he can move pronto on both a wet and dry course.

After winning the big-bore yesterday under terrible rainy conditions at the 2.2-mile Goleta Airport course, he came back this bright, sunny day to again blow everybody off.

And he did it impressively in the 7th running of the Santa Barbara road races, staged by the California Sports Car Club.

He did it with the homebuilt Buick-powered Balchowsky Special, knocking off all the foreign machinery — Ferraris (including a 4.9, yet); a D-Jag, Aston Martin and others.

75.85MPH AVERAGE

Eric, popular 30-year-old Hollywood investment broker who is now honeymooning with the former Mary Heffley up in Oregon, averaged 75.85mph in the one-hour, 35-lap main event today.

Second was John von Neumann, 2.5-liter Ferrari Testa Rossa, who led until the last lap but could not stand the pressure, followed by Phil Hill, 4.9 Ferrari; Jean Pierre Kunstle, Porsche 550 RS, and Jerry Austin, D-Jaguar.

The winner's average speed was better than all previous Santa Barbara winners. In September, 1956, Bill Murphy averaged 74.8mph in the Buick-Kurtis, the same figure hit by the late Ernie McAfee with a 4.4 Ferrari in March of the same year.

It was a terrific race, with the (Continued on Page 6, Col. 5)

Benefit Helps Valley Hospital

Big Sports CARnival Sunday

An International first in the U.S. is scheduled for Sunday, June 2, at Devonshire Downs, Northridge, when a unique Sports CARnival will be presented by Las Patronitas Guild to benefit the Valley Presbyterian Hospital.

This will be the first time that one event has embraced a new imported and domestic sports car show, a concours d'elegance, a

display of classic, antique vintage, Grand Prix and Indianapolis type autos, a competitive and humorous gymkhana, quarter midget racing, a sports car accessory display, plus a fashion show of sports car apparel.

General chairmen are Mrs. Verne Smith, acting president of Las Patronitas Guild, and John E. Foster, National president of

the Four Cylinder Club of America.

The gymkhanas will be staged by the San Fernando Valley Chapter of the Four Cylinder Club under the supervision of Bill Levy, vice-president and driver, and Mrs. Rex Koury, member of Las Patronitas Guild. The competitive gymkhana challenge (Continued on Page 13, Col. 1)



• Racing Pow-Wow

By Maury Powell

AGITATION AGAINST AUTO RACING MAKES ONE LAUGH

GATHER AROUND, fellow chicken-pluckers, whilst we hash over the recent doings on the auto racing scene.

As expected, the unfortunate Mille Miglia accidents caused some sports writers to sound off against sports-car racing and all auto racing in general.

One column that caught my eye particularly was by a sports writer who obviously knows nothing and cares less about auto racing.

His tirade against it fell into a pattern followed by others who believe themselves experts on baseball, football, horse-racing and so-called other "major" sports.

They go overboard on an alleged "sport" like horse-racing, which, as any fool \$2 better can tell you, is an out-and-out gambling game. There's little space left to cover genuine sports events in the daily papers by the time they stuff in the handicaps, touts, result charts and publicity.

As a former sports writer for the Los Angeles Examiner, I'm well aware of the press box blandishments and other "goodies" that cause the boys to fall all over themselves giving space to horse-racing and certain other events.

Yessir, I used to line up at those same troughs myself!

Improvements Came Through Competition

This particular column pointed out that automotive engineers can learn more about cars in their labs or from test tubes than from cars under competitive conditions.

One need only to analyze today's modern cars, including dual exhausts, high compression engines, balloon tires, aluminum pistons, streamlining, torsion-bar suspensions, lightweight materials, and so on, ad infinitum, all developed through competition, to see how wrong this writer and his fellow let's-do-away-with-auto-racing blowhards are.

If said engineers were, indeed, able to create their little beauties without the help of competitive events, then what in tarnation are they doing in such large numbers at Indianapolis and at Daytona Beach, Fla.? I've seen scads of Detroit's greatest minds visiting racing mechanics and engineers at these events as well as other important speed classics.

Sure, they were looking for "tips," but I'll guarantee humanity is a dang sight better off for the information they've gleaned than what you'll pick up at the horse plants!

★

I suppose each of us harbors within us a "dream car" that, given the required pesos to handle the deal, would rapidly repose in our garage or carport.

I met such a machine face-to-face the other day at Monise Motors in Pasadena. Owner Jack Bates and Sales Manager Ernie Klein, if they only knew it, could have twisted my arm just a wee bit harder, and I'd possibly gone into hock for the thing, 'til death did us part.

It is that gorgeous hunk of stuff titled The David Brown Aston Martin DB 2-4 II Saloon. Yep, it's a long handle, and the payments match nicely, thank you. The model in their showroom was the Imperial Crimson, and that was the color of my face when they told me the price—\$7100. Delivered, of course, No green stamps, though!

But, they hastened to add, they'd throw in a \$400 quarter-midget.

Calling "Softest" Bank in the Area

This bit of info almost swung the deal, for my little lad, Dougie, is a frustrated driver like his old man. In fact, it got me to the point of inquiring about the loan of some of Frank Monise's tools in the shop, plus the address of the "softest" bank in the area.

Coachwork of the DB 2-4 is by Tickford. The seats are covered with genuine capeskin leather. Man, are they comfy! Both front seats fold inwards and forward, making access to the rear easy. The rear seats are mounted on a fold-down panel permitting conversion of the boot space into a sort of station wagon effect with ribbed rubber strips about 5 ft. by 4 ft.

Oh, and that mill! Six-in-line, 2922cc, 140bhp at 5000rpm... cast iron cylinder block with cast iron detachable wet liners... the crank is carried on four massive mains and is statically and dynamically balanced... the four bearings are supported in special aluminum alloy housings to dissipate heat... large twin variable jet SU pots feed the mill, but for competition you can fit the beauty with three Weber-type 40 DCO pots... also for competition: high-compression 8.6-1 pistons, twin exhausts, high-lift cams, special head assembly, 28-gallon fuel tank.

The David Brown gearbox is a thing of joy with Baulk synchromesh on 2nd, 3rd and top. "You can chunk'er into any gear in just about any speed, manner, way, shape or form, and not require a Miltown," was the way Bates, a Mercedes driver of note, put it.

See Monise and You Be the Judge

And the Alfin brakes are worthy of mention, too.

Well, we could spend a couple more columns detailing the DB, but we suggest that, if you already haven't done so, pop into Monise's and check over this smooth, slick and drool-provoking auto.

Tell you one thing—you're on your own if you bring your check-book along!

★

FINISHING TOUCHES—Aren't those commercials of the Mobilgas Economy Run peachy-keen that feature some joker making like a starter but doing a good job of being a comic jumping-jack?... And when is that certain nice gal in the sports car biz going to discover the harm reflecting upon her by the antics of a certain buffoon?

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LETTERS

to the Editor

PECULIAR SUSPENSION

I have a couple of questions concerning Ken Miles at the Palm Springs road races.

I know where you stand with Miles, and I'm with you, but did you present him with a jacket when he won the under 1500cc modified event, and who let him race in the first place? I thought he was suspended by SCCA.

Just in case I don't have three bucks when my subscription runs out next month, would you please take this three and apply it to another year's reading of your fine paper.

Keep up the fine coverage.

Bob Richards

Garden Grove, Calif.

(Ed. Note—Miles' jacket-losing antics at Pomona quashed our further presentation plans.)

NO PHARAOHS THERE

As one of your early subscribers, I think it is time I congratulated you on a fine publication. I have you will continue to champion the "little guy" and I wish you success in getting some SCCA Nationals outside of Connecticut. I see no validity in National point standings when six of the events are in the East, three in the Mid-west, one in Texas and one in California. It doesn't make sense, particularly since some of the best drivers in the country do all their dicing in California.

I would also like to mention that we are having a race here in St. Louis on the 4th and 5th of May. The course is short (1.9 miles) tricky (8 corners), and very fast (lap record 1:27). I would like to personally invite Johnny Martin and Dr. Escherich. There are no Pharaohs running things here. No one gets black-flagged for winning.

W. M. (Monty) Roberts

Brentwood 17, Mo.

P.S.—Tom Wilson is great!

BLAST 'EM!!

Keep up the good work on your very complete coverage! BLAST those who should be blasted. I have given up the Detroit ferry boats and got on the kiddie-car routine some time ago. We enjoy very much Mr. Robert Nitske's column, particularly.

John Martin

San Bernardino, Calif.

'SEBRING OR BUST'

"Sebring or Bust" was the motto as Mr. and Mrs. Bill Longworth, my husband and I left Dana Point for Sebring on March 18th in two XK20's. We encountered good roads, good weather, and only one speed ticket. Arizona holds the honor of giving us a citation for 65 on the open highway... of course the trucks and Detroit iron were passing us at the time.

On Friday we arrived at the Sebring track early enough to meet some of the drivers. De Portago almost clipped us in his big Ferrari on a corner as we were entering the grounds.

Saturday, the 12 hour race was one we shall long remember. We drove our Jags 5,560 miles, averaged 20 miles per gal. and used only 12 qts. of oil, and had no flats. We encountered the proverbial Southern hospitality wherever we went, and can recommend the southern route to Florida as interesting, fun, and a lot of sport in a sports car.

Mrs. Milon Hutchinson

Capistrano Beach, Calif.

HOW ABOUT THE DUKE?

Going through my back issues of your wonderful MOTORACING I find that some have been stolen by my over-zealous friends. I enclose 20 cents each for four back issues. I need the back issues so I will know some past race results. Nowhere else are such statistics available. I can't remember how I finished Saturday's race at Palm Springs and without MOTORACING would never be sure. Keep up the good work.

Johnny Porter

Menagerie Aardvark

Newport Beach, Calif.

P.S.: Where is the DUKE? I wonder. Bring him back.

Editor's Note—Since MOTORACING has broadened to include readers in EVERY state in the Union and 14 foreign countries, people outside of So. Calif. have complained they don't know who the h— the Duke had been referring to. How do other readers feel about

SPORTS CAR-TOON



By Bill Harmer



"Hello, FBI? I wanna report some Continental guys talkin' sort of foreign. They're planning to inject 1500cc into someone... and somethin' about shocks and puttin' 'em on a grille and tossin' 'em in some pits. One guy's name is Gymkhana and he's talkin' about a displacement person. Better get over here right away."

SCCA NATIONAL IN TEXAS

Upcoming on the SCCA calendar are two important events—one a National, June 1-2 at Eagle Mountain National Guard Base, Fort Worth, Texas, and the other the second annual Great Salt Lake Road Races, same dates, at Salt Lake Airport No. 2, Midvale, Utah.

Carroll Shelby rules pre-race favorite for the Texas tangle, and is expected to gun John Edgar's Maserati from Encino, Calif.

The Utah scramble has attracted a good many topflight Northern California chauffeurs, according to The Guardsmen, sponsors.

Hersteins Take Texas Rallye in Triumph TR3

DALLAS, May 23—Driver Bernie Herstein and Navigator Peggy Herstein of Houston wheeled a Triumph TR3 to victory in the 24 Hours of Texas Rallye, according to the sponsoring Dallas Centre of the MG Car Club.

The course was a near-1000 miler from Dallas to Kerrville and return, with contestants fortunate in missing the floods which broke ahead of them and behind them.

Tooling a Jag XK140, Phillips and Germany of Beaumont won the 3000cc and over category; Scott and Grace Denison of Kilgore won the 1250cc and under with a VW; and the Hersteins nailed the 1250-3000cc bracket with their TR3.

Una cosa es Juan Dominguez.

FORMULA III QUERY

What happened to your real fine articles on Formula III racing? There are a lot fellows here like myself who are really interested in this type of racing and read your articles faithfully. We had one of the best 500 races I have ever seen here in S.D. last week-end. How about a plug? Thanks again for a really good paper.

Lou Thornton

Santee, Calif.

THANK YOU, DOC

All of us in Hawaii appreciate your gentle and accurate handling of Lou Brero's accident. Some of our local scribes have not hesitated to exploit the sensational aspects.

I'd like some extra copies of the May 3-10 issue, \$1.50 enclosed for ten plus \$1.20 for airmail postage.

It was fun meeting you at the race. Cheerio.

T. R. White, M.D.

Lanikai, Hawaii.

TRI-ANGLES SWEEP RALLYE

REDWOOD CITY, Calif., May 23—The Tri-Angles Sports Car Club swept honors in the Fifth Annual 24-Hour Rallye staged by the King's Highway Motor Club recently.

Bob and Ann Cook, San Jose, Jaguar XK140MC, won with a 14 min. 42 sec. error over the 487-mile, 18½-hour course. Gene and Dorris Hammond, Menlo Park, Triumph TR3, were runners-up, 28 min. sec. error. Both teams hailed from Tri-Angles. Epstein and Fisher, Saratoga, members of the sponsoring club, were third, Mercedes 190SL.

Rallymasters Don Fix of San Jose and Ed Wall, Jr., Menlo Park, set up the event with a TR3, forgetting that the many Jags entered would encounter different fuel problems. Consequently when finally realizing this fact, they moved their check point up 15 minutes closer to a gasoline station and flagged down the cars.—Bob Garner.

PANHARD FOR THE QUEEN

LONDON—At the recent Diamond Jubilee of the Royal Automobile Club, Queen Elizabeth was presented with a model of the famous 1894 Panhard-Levasor, believed to be the first horseless carriage imported to England.

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Vignettes

By Gus V. Vignolle

ENSENADA RUN A BIG HIT; FINE POINTS BY GEORGE CARY

(See Spread on Porsche Owners' Club — Page 5)

ENSENADA, BAJA CALIF., Mexico, May 12 — It was made quite clear at the beginning. The second annual Porsche Owners' Carrera de la Amistad was about to start from Tijuana. Prexy Lew Bracker was standing there against the darkening Mexican sky.

The drivers' meeting before pushing off through a torrential downpour was under way. Ensenada, a jewel on the bay, was some 70 miles away, over a tortuous, treacherous road through the mountains.

Lew surveyed the 165 sports cars forming the caravan. About 350 people were involved.

Although the word "carrera" means race in Spanish, Bracker made it quite clear this wasn't a road race to Ensenada. "This is a run," he intoned. "The weather is bad, the roads are wet, and it's dangerous. Now take it easy."

And so we were off, escorted to the edge of town by motorcycle police, sirens screaming, and Mexican Government and city officials.

Twenty miles from Ensenada, this Porsche, two cars up ahead, barreled down a brutish S-turn. A Citroen followed. Then us.

A Detroit station wagon ploughed uphill. The Porsche and station wagon side-swiped, severely damaging the left side of the German car. The swerving Citroen pranged the Porsche's left rear and caromed off precariously to the lip of a 200-foot precipice. Real close!

And us? Boom—right between 'em and braking to a halt ahead of the battered Porsche! Me and Fangio.

Meanwhile the road was all clogged on the S. And here came the pursuing horde. A little sedan, coming in much to hot, boomed into the turn, slud (apologies to Dizzy Dean) around the curve, headed into the embankment and flipped on its side.

We opened the door and helped the gal driver and her husband out from the overturned car.

5-Mile Mexican Detour Was a Dilly

Fortunately, not a scratch to anybody involved. The hidden sun actually shone on all of us — and then on to Ensenada.

This Porsche deal was fun. They're a great, happy-go-lucky gang interested only in fun at all costs.

As we said, the weather was lousy. After Ensenada, the entourage headed south to Santo Tomas for the barbecue. There was a detour — FIVE MISERABLE MILES — over a muddy, sloppy cowpath that defies description. But no gripes.

The rain sloshed through the covered barbecue area, nestled in a beautiful grove just off the road. The Mexican Mariachi band played. Everybody ate tacos and frioles and drank beer. No moans. (Rain forced calling off the trophy run to San Vicente. And still no beef.

Then the poker rallye on the way back — and again the five-mile wallowing quagmire. And so that evening to the cocktail party at the Villa Marina headquarters, where vivacious Panchita Wall kept the masses happy.

Sunday dawned bright and clear as the novelists say, but it was raining at Coterio Beach, site of the slalom. So they found another locale at a baseball field on the outskirts of town. The show went on—and still no beefing, although by this time Sam Weill's immaculate Porsche resembled anything but its condition when it left Los Angeles, and Sam had recovered from a severe attack of apoplexy. See his poem on Page 5.

Then the drive north to Los Angeles, with the odometer for the roundtrip showing 508 miles. It was great. When's the next one?

For some time, the boys have been knocking the SCCA for the lack of National races on the West Coast as compared to the East. It's a good beef because most of the best drivers are from west of the Mississippi. The final point standings do not reflect the true overall picture.

Of course, some guys just don't have the scratch to hit most of the Nationals, which is tough and that's about all you can say.

Now, George Cary, Jr., the Beverly Hill bon vivant who is as close to sports car racing as anybody in the country, is doing something about it.

Cary Would Balance National SCCA Setup

He has just returned from Castle Rock, Colo., where the new Columbine course is coming up. It is more than likely that Cary will be conscripted to stage an October race, and he'll go for National status.

Then he will shoot for another National at either Fort Worth or Galveston, also in October. The calendar shows Nationals for Palm Springs on Nov. 2-3 and, probably, Fort Ord on 9-10.

This, Cary figures, is nice because it will allow the Eastern drivers to be home for Thanksgiving. You see, George thinks of the Eastern guys as well as the Westerners.

Sandwiched in between all this is a race George hopes to stage with the SCCA and Cal Club (yes, believe it or not) at the track coming up near Riverside. The target date is Aug 10-11, and it would be a West Coast championship race, with application made for FIA National status.

This would ameliorate the definite past imbalance of National races that favor only Eastern drivers, who wind up surfeited with points. And in the opinion of this scrivener, the Easterners are far back of the West when it comes to driving. For proof, check all past results and averages over comparative courses.

A more equitable set-up giving Westerners a break also would serve as inducement to get these same drivers to race in the East, Cary believes.

The SCCA currently lists Eastern Nationals as Lime Rock, Conn., June 8-9; Elkhart Lake, Wisc., June 22-23; Marlboro, Md., July 14; Virginia Raceway, Danville, August 3-4; Montgomery,

(Continued on Page 15)

61,978 ON HAND AS SHELBY WINS AT CUMBERLAND

CUMBERLAND, Md., May 19—Piling up more points toward the 1957 championship, Carroll Shelby, of Dallas, Tex., won the one-hour feature of the SCCA's National here today before 61,978 fans.

Driving John Edgar's 3-liter Maserati, Shelby's average of 70.4mph was entered as a new record on the 1.6-mile course. Second went to Walt Hansgen, rugged competitor from Westfield, N.J., in a D-Jag, with Chuck Wallace, Washington, D.C. hairdresser, a surprise third in a Porsche 550RS, one lap behind.

John Fitch of New York was the leader for the first two circuits until Shelby nailed him in a corner and dominated until the 30th lap. At that point, Shelby got into some traffic, lost a couple seconds and found himself behind Fitch again.

However, Fitch ran out of brakes soon after and hit the escape route, out of the show. Hansgen then began pressing Shelby, but spun wide on a turn, losing 15 seconds. He made up ground once more, was only 12 seconds in arrears and then lost all chance when another wide spin cost him 25 seconds.

Paul O'Shea of New York steered his new Mercedes-Benz 300SL into fourth.

Shelby also snagged second in the seventh event for B and C productions, piloting J. E. Rose's Corvette from Houston. Dr. Dick Thompson of Washington was the winner and L. W. Howe of Middletown, O., third to register 1-2-3 for Chevrolet's pride and joy.

Wallace won the fifth go for E and F modifieds ahead of Lake Underwood of South Orange, N.J., also in a 550RS.

It remained for the women's race to produce the day's second fastest time. Denise McCluggage, sports car writer for the New York Herald-Tribune, did it by clocking 66.9mph with Underwood's Porsche.

Also in the winner's circle today were Frank Baptiste, Hyattsville, Md., Lotus Monza, second race; Underwood, Porsche, third race; and J. E. Hughes, Pittsburgh, Alfa Romeo, first race.

First race (classes G and H production, 40 minutes; overall and class G) — 1. Ed Hugus (Alfa Veloche); 2. Bob Grossman (Alfa Veloche); 3. Bengt Soderstrom (Porsche 1300). Average speed 60.5 m.p.h. Class H — 1. W. Martin (Crosley).

Second race (classes G and H modified, 45 minutes; overall and class G) — 1. Frank Baptiste (Lotus Monza); 2. Dr. M. R. J. Wyllie (Lotus Mark XI); 3. Tom Gilmour (Lotus Mark XI). Class H — 1. Melvin Sachs (Bandini); 2. John Mueller (Siata Spyder); 3. Howard Hanns (D-B). Average speed, 66.8 m.p.h.

Third race (class F production, 40 minutes) — 1. Lake Underwood (Porsche Carrera); 2. Bengt Soderstrom (Porsche 1600); 3. Wm. T. Hughes (Porsche 1600). Ave. speed 62.7 m.p.h.

Fourth race (women drivers, 20 minutes) — 1. Denise McCluggage (Porsche 550 RS); 2. Suzy Dietrich (Porsche 550); 3. Peg Wyllie (Lotus Mark XI); 4. Peggy McClure (Ferrari Monza); 5. Evelyn Mull (A C Bristol). Average speed, 66.9 m.p.h.

Fifth race (classes E and F modified, 45 minutes; overall) — 1. Charles Wallace (Porsche 550 RS); 2. Lake Underwood (Porsche 550 RS); 3. Bruce Kessler (Ferrari Testa Rossa). Class E modified — 1. Kessler; 2. Ed Hugus (Ferrari Testa Rossa); 3. Marty Malarkey (Ferrari Mondial). Class F modified — 1. Wallace; 2. Underwood; 3. Donald Sessler (Porsche 550). Average speed, 61.1 m.p.h.

Sixth race (classes D and B production, 45 minutes; overall and class B) — 1. Lt. Col. Robert B. Kuhn (A. C. Bristol); 2. M. G. A. Capello (A. C. Bristol); 3. R. E. Mason (A. C. Bristol). Class D — 1. John Colgate (Austin Healey); 2. Harold Kunz (Austin Healey). (Continued on Page 13)

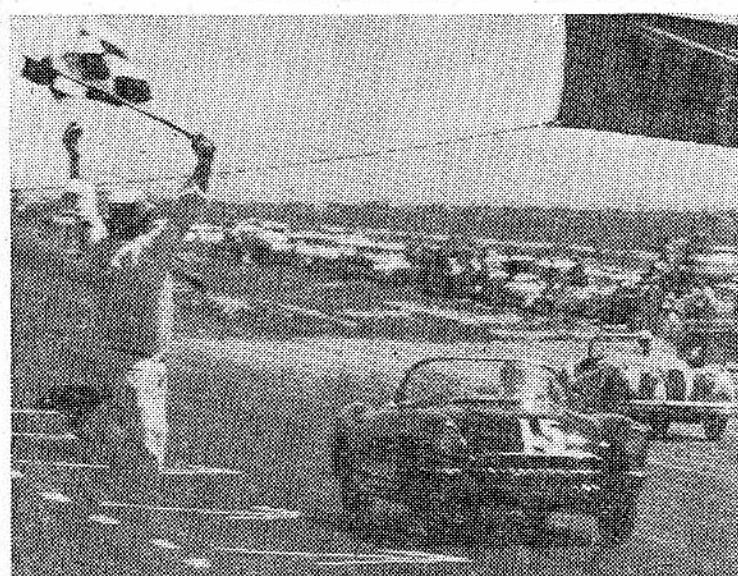
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ACTION SUCH as this should be duplicated when Triple-R pro sports car races are held Sunday, June 2, at Minter Field, Bakersfield. Here, at last Willow Springs races, Ned Yarter, in Corvette, beats Bob Kudler's Jaguar to the finish line. Ned will be one of the favorites. That lad 'way up in the stratosphere is Starter Bud (High Jump) Goodwin. Amateur races are carded for June 1.

PRO RACES THIS WEEK-END

Following is the program for the Triple "R" pro sports car races at Minter Field Bakersfield, June 2:

Three 10-lap heat races to qualify for the main event. These will include under-1300cc and under-1600cc production cars in one race, over-1600cc and over-2700cc production cars in another; and last, the under and over-1500cc modified cars. The first five finishers from each class of production and the first 10 finishers from each class of

modified will qualify for the main event.

Lap times of the heat races will be taken and a handicap set up allowing slowest cars to start first and on down to the fastest cars. The small production cars probably will have completed 3 of their 30 laps before the modifieds start. The first car to complete 30 laps will be the winner.

A white line will be painted on the straight-a-way in front of (Continued on Page 14, Col. 5)

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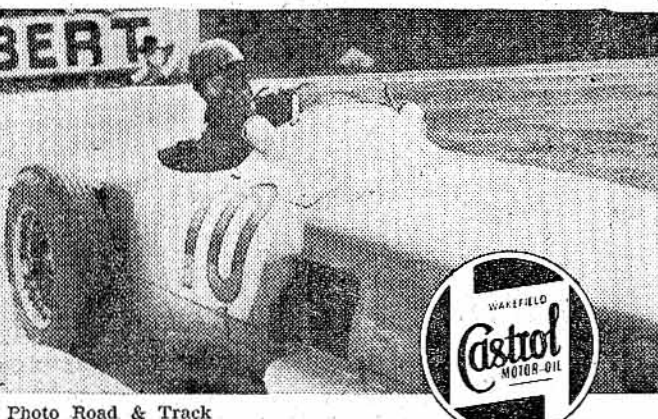


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• Checkered Flag

By Art Luring

Los Angeles Times Columnist

MORE PROTECTION URGED FOR FANS AT RACES

AT LONG last the lugubrious dirge anent the abrupt and violent passing of Fon De Portago has disappeared from the printed columns of alleged metropolitan newspapers (sic).

This writer had never encountered the notorious Spanish-American equestrian-tobogganist-race driver. From what several so-called columnists have written it would seem that the late Marquis needed the advice of a psychiatrist as much as do these self-same pundits who, alas, still enjoy the temperate climate of this unhappy vale.

What is of moment, methinks, is the hue and cry raised against future running of the Mille Miglia. At the risk of losing money, which your chronicler does not possess, he is willing to wager currency of any realm that the Italians will continue the Mille Miglia.

DESTINED THAT WAY

The fact that De Portago blew a skin at high speed can be construed as the finger of destiny pointed toward a specific rendezvous for certain individuals at a certain time and place. The same point of view must be taken when considering the Le Mans' tragedy.

De Portago's death and those of the spectators are to be deplored. But it was purely an accident. Every day throughout the year a thousand per cent more fatalities and injuries occur in "normal" traffic both here and abroad. The Mille Miglia has since its inception erased some two-score mortals from this existence. Broken down into statistics, it is a miracle that the contest has been so safe!

However, local road race promoters can benefit from the Mille Miglia tragedy. A car, ghosting down any straight at speeds of from 60 to 100 miles per hour can blow a tire and swerve into a pit area or a crowd just as swiftly as did De Portago's steed when it shredded a skin at 150! And the results could be just as gruesome and detrimental to the sport.

MORE PROTECTION

This reporter has repeatedly urged, begged, pleaded and argued for the clubs to take extra-precautions. It is his humble opinion that more hay bales BETWEEN track, pit area and snow fencing is an answer of sorts. It is not the best answer, but it is better than the zero-protection presently afforded.

A fender or even a car can be replaced. If a driver is hurt encountering a barrier—it's too bad. Driving a race is a calculated risk. But far better for car and driver to be clobbered than spectators. Also the practice of clubs permitting and/or insisting that races go on regardless of weather is foolhardy. After the horrendous display of spin-outs during the rain at Santa Barbara (not to mention Pomona) it is, in this

writer's opinion, virtually criminal for a race sponsoring organization to either permit or insist on racing activities over road surfaces that are slick as axle grease.

One well-known driver, who shall remain nameless in this column, "lost" his roadster and spun almost the length of the main straight to finally wind-up, thanks to Le Bon Dieu, in a ditch rather than in the pit area. Had a capricious Fate decreed otherwise his spin-out would have taken opposite side of the course and the local sport would have had a miniature Le Mans!

RALLIES

JUNE

- 2-FCCA "International First" Sports Carnival, Benefit Las Patronitas Guild of Valley Presbyterian Hospital. Concours d'Elegance, Gymkhana, Sports Car Show, Display of Classic Antique, Vintage, Grand Prix and Indianapolis Autos; Quarter-Midget Racing; Accessory Display, and Fashion Show; Devonshire Downs.
- 2-Santa Monica FCCA "Snafu" Rallye, navigational, to Devonshire Downs.
- 7-8-9-Los Angeles SCCA "Run to the Clouds," Yosemite Tour.
- 8-9-Yakima Valley SCCA Maryhill Hill Climb, 10 miles south of Goldendale, Wash., adjacent to U. S. Hwy 97.
- 9-Paramount Ranch Sports Car Practice Session, 9 'til 5.
- 9-Phoenix FCCA Overnight Rallye.
- 9-Douglas SCC Concours d'Elegance. Steers Restaurant, 116 N. La Cienega, Beverly Hills, 10 'til 5.
- 11-16-Rallye of the Midnight Sun, Sweden.
- 15-16-Milwaukee SCCA Hill Climb, Rib Mountain, Milwaukee, Wis.
- 15-16-San Fernando FCCA Sleeping-Bag Rallye.
- 16-National Rallye Day for Muscular Dystrophy Charity—ALL CLUBS.
- 16-La Jolla SCC Torrey Pines Rallye III, Parking Lot, Organ Pavilion, Balboa Park, San Diego, 9:01 a.m. Approx. 200 miles.
- 20-23-Geneva Rallye, Switzerland.
- *22-Compton FCCA Championship "Over the Hill" Rallye III, Compton College, 1:00 p.m.
- 28-Republic Motor SC Sight Surprise Rallye.
- 29-Paramount Studio, SCC Rallye.
- 30-Southwest SCC Rallye.

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LOGANS WIN RALLYE

Driver Par Logan and navigator Dona Logan, in a Hillman Minx, won the Ramo-Wooldridge Sports Car Club's photo rallye.

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D-JAGUAR IN MEXICO WIN

PUEBLA, Mexico, May 19—Julio (Bache) Mariscal, piloting a D-Jaguar perfectly fitted for the horseshoe-type course, won the over-1500cc 25-lap feature here today. He averaged 87.3kmp. The time was 35.06.8.

Ken Miles, Hollywood, was second in a Porsche Spyder, one minute behind. Ricardo Rodriguez, 15-year-old Mexican sensation, was third in a Porsche Spyder. Following were Eduardo Tobalinas, Special, and John von Neumann, Porsche Carrera.

In the under-1500, Miles was the winner, followed by Rodriguez and von Neumann. Rodriguez finished one lap, 39 seconds behind miles, and von Neumann was one lap behind the youth.

Rodriguez also was a class E winner in one of the tourism races, scoring behind the wheel of a German Opel.

The boy had previously driven an Osca in the sports car category, and prior to today's races had had only two hours of practice in the Porsche Spyder.

PARAMOUNT RANCH RACES JUNE 15-16

Fourth running of the Paramount Ranch sports car road races will be held June 15-16 at the west San Fernando Valley track.

Fourteen events have been programmed for the two-day California Sports Car Club meet. Deadline for filing entries is June 5.



MEXICAN ACE—15-year-old Ricardo Rodriguez gets warm embrace from his father, Pedro, as mother looks on after his performance in recent races at Puebla, Mexico. He won class E in the touring class with German Opel, took second in Porsche Spyder behind Ken Miles in under-1500, and third overall in over-1500 with same car behind Julio Mariscal, D-Jaguar, and Miles, Porsche.

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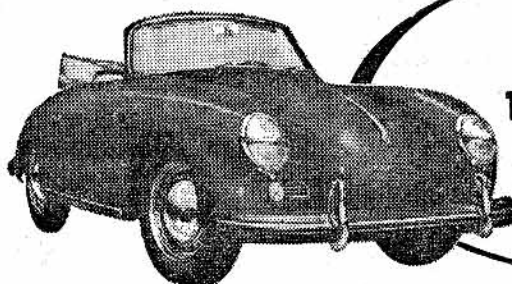
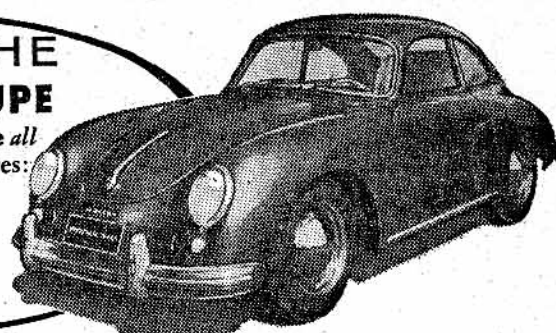


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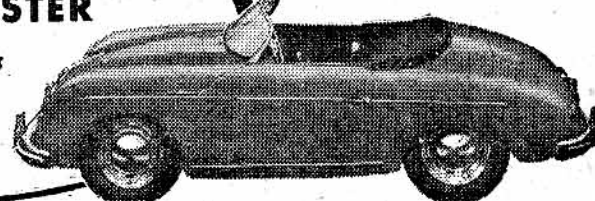
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ENSENADA FUN WITH PORSCHE OWNERS



FUN GALORE was in store for nearly 350 who participated in second annual Carrera de la Amistad from Tijuana to Ensenada, Baja, California, staged by Porsche Owners' Club May 11-12. One hundred sixty-five cars made the run. 1. Cars stream into parking area near Santo Tomas grove at left, where big barbecue was held; 2. At barbecue, some were in shorts, others in raincoats and overcoats. That's Panchita Wall, hostess of Villa Marina, in center of group; 3. And here's the chow line. Tacos, Chiles de Chilpancingo, guacamole and other Mexican delicacies made up the plate; 4. Cars line up for start from Tijuana. Note overcast skies. It poured on way through mountains; 5. And water cascaded through at barbecue, driving many under tarpaulins such as this one; 6. Excellent Mariachi band played during deluge and while the sun shone; 7. At Villa Marina cocktail party, Herm Stein, Bill Newman and Lew Bracker study the course for next day's slalom; 8. Panchita Wall leads a cheer after presenting trophy to Joe Thielmann, whose wife, Mary, holds the award aloft; 9. Ilse and Bill Newman, Bracker's fiancée, Phyllis Sallet, and Lew; 10. Newman presents trophy to Francis Noeller, guest, of the Modesto 99ers Club, who won poker rallye with hand of four aces, 10 high; 11. Nelson Carnes kicks up the dirt in his Corvette at Sunday's slalom, held at baseball field on outskirts of colorful Ensenada; 12. Lee Huntley zips around the course in his little Volkswagen; 13. Another slalom entrant was Pat Stein, driving sleek red Porsche; 14. Winner was Bob Greenland, Reseda, standing with wife, Florence, by their Porsche coupe 1500. His time was 1:15. Bracker was second in 1:17, followed by Stein, 1:18.

—Vignolle & Powell

Ensenada

★ ★ ★

Porsche Owners Trip a Hit

(See Vignettes—Page 3)

The second annual Carrera de la Amistad—a run to Ensenada, Baja, Calif., Mexico—was staged by the live-wire Porsche Owners' Club, May 11-12.

Despite rugged rainy conditions, the event was a huge success, with 165 sports cars entered. Some 350 people participated.

Although many workers helped make it a hit, special credit goes to Joe Thielmann, organizing marshal, and his wife, Mary; Bill Newman, activities chairman, and his wife, Ilse; Herm Stein, treasurer and vice-chairman of the club, and his wife, Pat; Morrie Crawford, entertainment chairman, and, of course, Lew Bracker, president.

MY ADOBE PORSCHE

(Or "Paved Roads All the Way")
(To be hummed in a muddy monotone)

*I really didn't mind the rain
Or the dismal time of day,
The cattle or the mongrel hounds
That craved my right of way.
I truly didn't mind the road,
That mighty mass of mud,
Nor yet the coating on my paint
Of mire and other crud.
I didn't mind the time it took
To get my share of food,
Or the road crew's frantic gestures,
Which appeared a trifle rude.
And now I wouldn't mind a bit
If "MIGRACION" has us pinched —
So long as all the Club Big Wheels
Were just as promptly lynched!*

—Samuel Weill, Jr.

In appreciation for his active part for the second year, Thielmann was presented a trophy on behalf of the Villa Marina headquarters for the affair. Presentation was made at the Saturday night cocktail party by Panchita Wall, hostess and public relations boss for Villa Marina.

Adding to the popularity of the run was the low tab—only \$12.50, which included a room in Ensenada for each couple, and \$1.50 per person for the barbecue.

Complete Santa Barbara Racing Charts

7th Running Santa Barbara Sports Car Road Races presented by California Sports Car Club, Goleta Airport. Course—2.2 miles. Compiled by LONG BEACH MG CAR CLUB SCORING TEAM under FRED SANDER, chief scorer. Data on non-finishers by MYRA JONES, Women's Sports Car Club.

SATURDAY, MAY 18

Race No. 1—Prod. Sedans up to 1500cc. Time: 21:45. Laps: 10. Avg. 60.70. California Sports Car Club, Goleta Airport. Course—2.2 miles. Compiled by MILES: 20.

POS.	CAR NO.	SEC.	DRIVER	MAKE OF CAR	F	G
1	14		Wilson, Reg	Volvo 444	1	
2	777		Forbes-Robinson, E.	Simca Aronde	2	
3	74		Dair, Jack	Volvo	3	
4	136		Koveleff, Alex	Volvo 444	4	
5	53		Nicholas, Jack	DKW		1
6	85		Reilly, Jack	Goliath		2

7 Starters (5F, 2G). Did not finish—189, Joe Catron, Simca, spark plug wire came off.

Race No. 2—Prod. under 1300 cc. Time: 20:50. Laps: 10. Avg. 63.20. MILES: 20.

POS.	CAR NO.	SEC.	DRIVER	MAKE OF CAR	F	G
1	115		Aldous, Frank	Alfa Romeo Vel.	1	
2	58	1	Cooper, William	Alfa Romeo Giul	2	
3	20	74	Patton, Robert	Alfa Romeo G Spy	3	
4	444	76	Hayward, Dick	Alfa Romeo Giul	4	
5	293	105	Whitney, Clark	MG-TC	5*	
6	247	108	Dair, Jack	MG-TF	6*	
7	237	109	Taylor, Sam	MG MKII	7*	
8	123	110	Mcnefee, Bob	MG-TD	8*	
9	158	15	Michienzi, Mark	MG-TD	9*	
10	41	29	Lee, Eugene	Alfa Romeo G Spy	10*	
11	250	34	Owen, Marshall	MG-TD	11*	
12	3	36	Hensley, Cliff	MG-TD	12*	
13	31	39	Yearian, Tom	MG-TD	13*	
14	126	49	Gersh, Edward	MG-TD	14*	
15	135	85	Lyon, John	MG MKII	15*	
16	121	86	Boughton, E. M.	MG MKII	16*	
17	142	87	Sperry, Gerald	MG-TD	17*	
18	191	88	Davis, W. M.	MG-TD	18*	
19	186	113	Jones, Duane	MG-TD	19*	
20	255	137	Lynch, Joe	MG-TD	20*	
21	196	2148	Dean, Harold	Panhard Jr.		1
22	143	3138	Pischel, Brad	MG-TF	21*	
23	37	512	Newitt, Tom	Alfa Romeo Giul	22	

*Under 1300 cc. MG. 26 starters (18 under 1300 MGs, 7 Alfa Romeo, 1 G). Did not finish—108 Harry Givens, Alfa Romeo, broken oil line; 187, Glenn Nelson, MG-TD, transmission locked in neutral; 251, Ken Roehr, MG-TD, broken rocker arms.

Race No. 3—Prod. 1300 cc. to 1500 cc. Time: 19:35. Laps: 10. Avg. 68.2. MILES: 22.

POS.	CAR NO.	SEC.	DRIVER	MAKE OF CAR	F	G
1	113		Bracker, Lew	Porsche Carr.	1	
2	318	6	Nelson, Gary	Porsche Carr.	2	
3	24	16	Barker, Ed	Porsche Carr.	3	
4	81	27	Hills, Jay	Porsche Carr.	4	
5	231	30	Parkinson, Jim	MGA	5	
6	7	49	Oker, Bob	MGA	6	
7	72	50	Moore, Jimmy	Porsche Spdst.	7	
8	89	55	Pickering, Ray	MGA	8	
9	67	56	Brigham, Bob	MGA	9	
10	175	65	Schulman, Robert	MGA	10	
11	128	91	Scurlock, Robert	MGA	11	
12	188	95	Hamilton, Harold	Porsche Spdst.	12	
13	91	97	Schillreiff, G. H.	MGA	13	
14	174	113	Schulman, Gene	MGA	14	
15	134	129	Montonen, Henry	Porsche Cpe.	15	
16	21	132	Dolden, Hal	MGA	16	
17	194	112	Nichols, Frank	MGA	17	
18	206	7	Glickman, Alden	MGA	18	
19	105	8	Butler, Hal	MG-TF	19	
20	203	9	Free, John	MGA	20	
21	176	14	Euraud, David	MGA	21	
22	51	15	Aymaier, Pete	MGA	22	
23	127	31	Selover, Ed	MGA	23	
24	30	32	Brown, Hayden	MGA	24	
25	198	45	Burke, Bernard	MGA	25	
26	56	46	Vandagriff, Skip	MGA	26	
27	148	103	Hogan, Harry	MGA	27	
28	160	114	Bleak, Jack	MG-TF	28	
29	35	130	Baker, Aaron	MG-TF 1500	29	

33 Starters (33F). Did not finish—55, Michael Hammond, Porsche Spdst., lost clutch; 87, Gordon Mills, Porsche, broken brake drum; 94, George Demetras, MGA; 110, John Dixon, MGA, broken fan belt, overheated, engine missing.

Race No. 4—Prod. 1500 cc. to 2000 cc. Time: 20:22. Laps: 10. Avg. 64.9. MILES: 22.

POS.	CAR NO.	SEC.	DRIVER	MAKE OF CAR	F	G
1	43		Crowder, Gordon	AC Bristol	1	
2	59	6	Oker, Bob	Morgan	2	
3	711	33	Dixon, Bill	Siata Fiat	3	
4	192	35	Spears, George	Porsche Spdst.	4	
5	83	61	Magruder, Robert	TR2	5	
6	107	74	Bowers, Rod	TR3	6	
7	200	83	Dantzcher, Wm.	TR3	7	
8	5	84	Evidon, James	Morgan TR 3	8	
9	177	85	Hart, Ron	Porsche Spdst.	9	
10	183	95	DeCarlo, Vincent	TR2	10	
11	216	108	Honeter, Jim	TR2	11	
12	84	109	Doushkeess, Bill	TR3	12	
13	159	119	Tuning, Wm. O.	Morgan TR2	13	
14	19	118	Michelmere, D. D.	Porsche 1600s	14	
15	112	17	Hagen, Thomas	TR3	15	
16	122	19	Merrick, Clark	TR2	16	
17	168	52	Kerntved, Don	TR3	17	

19 Starters (19E). Did not finish—199, J. Fred Roy, Triumph, black flagged, no aero screen; 230, Bill Cavenee, Triumph TR2, rod bearings went out.

Race No. 5—Prod. over 2000 cc. Time: 20. Laps 10. Avg. 66. MILES: 22.

POS.	CAR NO.	SEC.	DRIVER	MAKE OF CAR	F	G
1	38		Bates, Jack	Mercedes 300SL	1	
2	257	15	Sturgis, Bill	Mercedes 300SL	2	
3	10	23	Von Kaesborg, Lek	Mercedes 300SL	3	
4	249	30	Drake, Bob	Corvette	4	
5	69	58	Weller, Bob	Jag XK140MC	5	
6	109	65	Hudson, Skip	Lancia Spyder	6	
7	274	66	Hathorn, John	Austin Healey	7	
8	161	74	Hall, James	Corvette	8	
9	221	79	Ellico, Ronald	Mercedes 300SL	9	
10	331	88	Shipman, Richard	Austin Healey	10	
11	277	89	Gurney, Dan	Lancia-Aurelia	11	
12	80	108	Matthews, Jim	Jag XK120	12	
13	201	121	Masterson, John	Corvette	13	
14	147	111	Klingensmith, Bill	Austin Healey	14	
15	180	25	McGee, Jerry	Corvette	15	
16	85	26	Whitlock, Jerome	Austin Healey	16	
17	256	41	Aarons, Gerald	Corvette	17	
18	92	44	Hoffman, Bob	Corvette	18	
19	164	48	Windhorst, Robert	Austin Healey	19	
20	156	49	Peters, Jesse	Jag XK120	20	
21	171	50	Harris, Bob	Jag XK120	21	
22	170	51	Sherrerd, Geo. III	Jag K120	22	
23	162	53	Rogell, Johnny	Thunderbird	23	
24	195	54	Fox, Jim	Jag	24	
25	52	75	Dean, Phillip	Austin Healey	25	
26	146	107	Pryor, Hugh	Austin Healey	26	
27	233	131	Morton, Arthur	Austin Healey	27	
28	36	133	Farrell, Charles	Austin Healey	28	

32 Starters (17C, 15D). Did not finish—60, Jim Kadin, Corvette, hit car which had cut in front of him; 93, Art Evans, Jaguar, bad transmission; 125, Laurence Clark, Corvette, engine box froze while running third; 138, Dick Griffin, Corvette, spun out on turn 9.

Race No. 6—Formula III-Formula Libre. Time: 20:45. Laps: 10. Avg. 63.6. MILES: 22.

POS.	CAR NO.	SEC.	DRIVER	MAKE OF CAR	F	G
1	184		Livingston, Frank	Elfin-Chev.	1	
2	376	54	Hall, Terry	Talbot Lago	2	
3	16	118	Geslin, Jean	Cooper Norton	3	
4	241	3130	Wildner, William	WMW2M4 Spec.	4	

11 Starters (8 III, 3FL). Did not finish—4, Mark Brunner, Cooper Norton VII, ran out of fuel; 12, Jack Brink, Brink Special, drive chain broke; 13, Bob Chamberlain, Echo Norton, clutch trouble; 96, Dick Rogers, Cooper Norton, ran out of fuel; 100, Les Schlom, Norton Special, transmission trouble; 150, Eugene Levin, JAP, carburetor trouble; 185, Leslie Gaylord, Gaylord Special, transmission mounting broke.

Race No. 7—Modified under 1100 cc. Time: 22:40. Laps: 10. Avg. 58.2. MILES: 22.

POS.	CAR NO.	SEC.	DRIVER	MAKE OF CAR	F	G
1	144		Monise, Frank	Lotus MK XI	1	
2	225	5	Jackson-Moore, Roy	Cooper Climax	2	
3	116	31	Schroeder, Chuck	Lotus MK XI	3	
4	27	66	Conklin, Skip	Lotus Ck. MK IX	4	
5	151	93	Miller, Leon	Lotus Club MK XII	5	
6	137	98	Brown, Jack	Crosley Spec.	6	
7	65	106	Watson, Dave	Monzetta Panhard	7	
8	214	138	Brigand, Dr. Karl	Abarth Flat Spyd.	8	
9	32	140	Holbrook, Robert	Crosley Spec.	9	
10	73	1127	Peron, Perry	Panhard	10	
11	111	29	Bundy, Clifford	Crosley	11	
12	260	79	Starbuck, James	Crosley Spec.	12	
13	114	116	Bucklin, Stan	Panhard	13	
14	39	130	Verricchia, Victor	Crosley Spec.	14	
15	104	2167	Wheeler, Bill	Panhard	15	
16	15	318	Bernhard, Lee	Crosley Spec.	16	
17	45	129	Winters, Dr. Paul	Renault Spec.	17	

25 Starters (11C, 14H). Did not finish—34, C. K. Enoch, DMW, water seeped into carburetor; 63, Ignacio Lozano, Lotus, brake locked going into turn 5, spun; 75, H. C. Burgraff, Devin Panhard, carburetor troubles; 102, Jack Nethercutt, Lotus, fuel pump quit; 131, Jim Parkinson, Renault Spyder, valve seats came loose in head; 140, Rico Verracchia, Crosley, bottom fell off of oil pump; 182, Malcolm Morrett, Crosley, engine exploded at start of race; 252, Fred Newman, Lotus, goggles fogged, couldn't see.

Race No. 8—Mod. 1100 cc. to 1500 cc. Time: 21:40. Laps: 10. Avg. 60.8. MILES: 22.

POS.	CAR NO.	SEC.	DRIVER	MAKE OF CAR	F	G
1	118		Kunstle, Jean	Porsche Spyd	1	
2	152	6	Chamberlain, Jay	Lotus Climax	2	
3	209	73	Madiera, Dick	Denzel Spyd	3	
4	88	77	Ginther, Richie	Porsche Spyd	4	
5	23	112	Timanus, John	Lotus VIII	5	
6	26	4	Kerns, Dr. Alan	MG Spec.	6	
7	97	11	Scott, Bill	MG-TD	7	
8	66	14	St. John, Dr. Dick	MG Spec.	8	
9	50	34	Miles, Ken	Porsche Spyd	9	
10	169	36	Porter, John	Porsche Spyd	10	
11	25	137	Miller, Dusty	Maserati 150s	11	
12	119	138	Plass, Robert	Oscar MT4	12	
13	40	2135	Barker, Ed	Porsche Cooper	13	

18 Starters (18F). Did not finish—29, Joe Playan, MG Special, bent valve; 49, Bob Drake, Cooper Climax, through fence on turn 1; 77, E. Forbes-Robinson, Lotus Climax, too wet, wrong tires for condition of course, oil on brakes; 117, Harry Hanford, Lotus VI, flooded; 129, John Lawrence, MG Special, Universal joint broke on steering column.

Race No. 9—Modified over 1500 cc. Time: 21:30. Laps: 10. Avg. 61.4. MILES: 22.

POS.	CAR NO.	SEC.	DRIVER	MAKE OF CAR	F	G
1	70		Hauser, Eric	Balchowsky Bk. Spl.	1	
2	210	37	Drake, Bob	Aston Martin DB 3s	2	
3	155	44	Erb, Harold	MG-TC S-Chg.	3	
4	133	48	Austin, Jerry	D-Jag	4	
5	103	97	Smith, Bob	Cad-Kurtis	5	
6	181	109	Hall, Jim	Ferrari Monza	6	
7	181	126	Porter, Chuck	Mercedes Buick	7	
8	18	128	Blackwell, Carlyle	C-Jag	8	
9	149	131	Boudurant, Bob	TR2	9	
10	204	1141	Hulet, Don	Jag	10	
11	2	74	Hill, Phil	Ferrari	11	
12	6	87	Pollack, Bill	Buick-Kurtis	12	
13	173	106	Knight, Russell	TR2	13	
14	222	125	Bellesiles, Jacques	Ferrari Monza	14	
15	99	130	Danielson, Bruce	Ferrari Mille Mig.	15	
16	179	211	Path, Robert	Ferrari Monza	16	
17	124	79	Firestone, Jim	Frazer Nash	17	

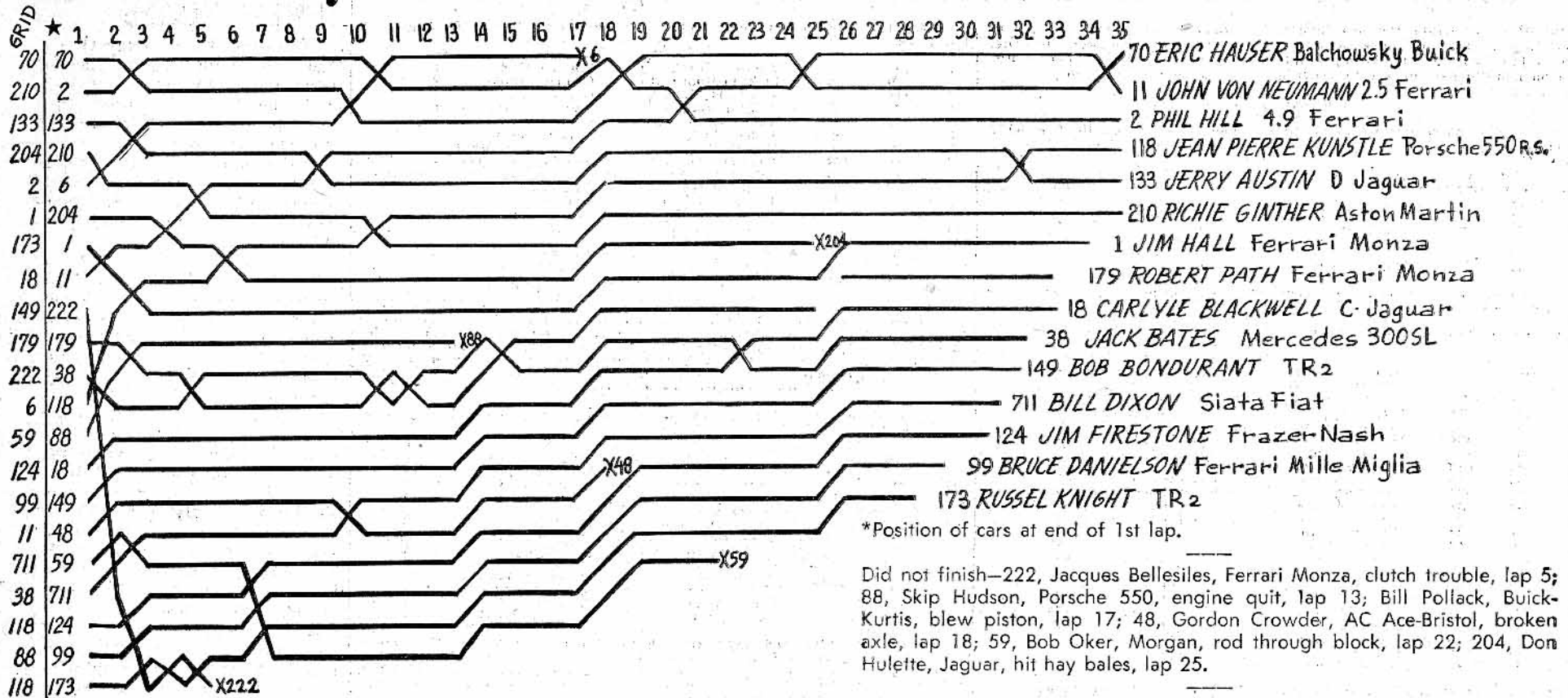
20 Starters (5B, 4C, 8D, 3E). Did not finish—11, John von Neumann, 2.5 Ferrari, track too wet; 163, Jack Breskovich, Cadillac Allard, goggles fogged; 211, Richie Ginther, Aston Martin, spun coming out of turn 9, landed in ditch backwards.

SUNDAY, MAY 19

Race No. 10—Semi-Main Prod. under 1500 cc. Time: 20. Laps: 10. Avg. 66. MILES: 22.

POS.	NO CAR	BEHIND SEC.	DRIVER	MAKE OF CAR	F
1	81		Jay Hills	Porsche Car.	1
2	231	4	Jim Parkinson	MGA	2
3	67	21	Bob Brigham	MGA	3
4	89	26	Ray Pickering	MGA	4
5	175	35	Robert Schulman	MGA	5
6	72	44	Jimmy Moore	Porsche S Spd.	6
7	188	48	Harold Hamilton	Porsche S Spd.	7
8	128	62	Robert Scurlock	MGA	8
9	55	68	Michael Hammond	Porsche Spd.	9
10	174	73	Gene Schulman	MGA	10
11	194	79	Frank Nichols	MGA	11
12	110	89	John Dixon	MGA	12
13	203	90	John Free	MGA	13
14	21	95	Mike Kingsley	MGA	14
15	51	96	Pete Aumaler	MGA	15
16	134	98	Henry Montonen	Porsche Cpe.	16
17	37	100	Tom Newitt	Alfa Giul.	17
18	293	110	Clarke Whitney	MG-TC	18
19	176	115	David Eyraud	MGA	19
20	127	120	Ed Selover	MGA	20
21	105	121	Hal Butler	MG-TF	21
22	247	122	Jack Dair	MG-TF	22
23	56	128	Skip Vandagriff	MGA	23
24	237	1L2	Sam Taylor	MG MK11	24
25	30	1L3	Hayden Brown	MGA	25
26	87	1L25	Gordon Mills	Porsche 1500 Cpe.	26
27	160	1L27	Jack Bleak	MG-TF	27
28	123	1L28	Bob Menefee	MG-TD	28
29	3	1L29	Cliff Hensley	MG-TD	29
30	41	1L45	Eugene Lee	Alfa Giul. Spy.	30
31	198	1L50	Bernard Burke	MGA	31
32	158	1L51	Mark Michinzi	MG-TD	32
33	35	1L61	Aaron Baker	MG-TF 1500	33
34	121	1L72	E. M. Boughton	MG-MK 11	34
35	135	1L75	John Lyon	MG-MK 11	35
36	142	1L78	Gerald Sperry	MG-TD	36
37	94	1L81	George Demetras	MGA	37
38	31	1L82	Tom Yearian	MG-TD	38
39	187	1L86	Glenn Nelson	MG-TD	39
40	148	1L91	Harvy Hogan, Jr.	MGA	40
41	251	1L103	Ken Roehr	MG-TD	41
42	143	1L126	Brad Pischel	MG-TF	42
43	186	1L127	Duane Jones	MG-TD	43

How They Ran in Santa Barbara Main Event



*Position of cars at end of 1st lap.

Did not finish—222, Jacques Bellesiles, Ferrari Monza, clutch trouble, lap 5; 88, Skip Hudson, Porsche 550, engine quit, lap 13; Bill Pollack, Buick-Kurtis, blew piston, lap 17; 48, Gordon Crowder, AC Ace-Bristol, broken axle, lap 18; 59, Bob Oker, Morgan, rod through block, lap 22; 204, Don Hulet, Jaguar, hit hay bales, lap 25.

Line chart, MYRA JONES; lap chart, BETTY FRIEDAUER; grid list, WALTER COLEMAN.

Myra's Clipboard

By Myra Jones

SANTA BARBARA RACING NOTES

7th Running Santa Barbara Road Races—May 18-19

WE ARE in a rut—Saturday was wet and Sunday was beautiful. Remember what beautiful weather we had for all the CSCC races last year?

Harold Erb showed up with No. 155, one of the oldest registered sports cars on the coast. This MGTC has been racing since 1949. He has put a supercharger on it and it was really showing the big boys the way around the course in the rain on Saturday. Apparently he had just the right combination because he beat a D-Jaguar, Cad Kurtis, Monza Ferraris, and even Phil Hill in the 49 Ferrari. The wet weather was too much for the big cars with a lot of torque. Harold didn't get to try his luck again on Saturday he threw the blower belts

JOHN FOX HONORED

The Pacific Sports Car Club Hard-Luck Trophy went to one of the true enthusiasts of sports car racing and an active participant from the San Francisco area—John Fox.

During Saturday practice his Lotus Climax No. 61 was damaged in a tangle with an MG and he suffered a face cut. As he was standing near the starting line, a small car "came apart" at the start of race 7. Many fragments flew. The flywheel hit Fox on the chest and a piece of metal cut his leg. He was hospitalized and missed both days of racing. He is on the mend.

The popular driver was honored for just being an "innocent bystander."

and wasn't able to replace them in time for the Sunday races.

Clark Whitney had a sign on his MGTC—"OFFICIAL U. S. Government Tax Payer". . . Martin Hosch broke 2 engine mounts and an oil filter on his Alfa Romeo, No. 0, during practice. . . Louie Wilson had a disappointing week-end. She lined up for the Ladies' practice and discovered she had a broken axle on her No. 130 TR2. She couldn't find anyone with a spare to lend her.

John Bagley and Dick Lord lost the gear box on their No. 154 Austin Healey in practice. Art Evans warned me before his race he had a bad transmission and sure enough he didn't finish with his No. 93 Jaguar. He tried again Sunday and this time finished. . . Jack Breskovich and his pit crew were busy changing head gaskets on their No. 163 Cadillac-Kurtis—reports all over the place. They later reported they had completed the job in 2 1/2 hours after practice.

Dr. Tome Newitt brought his Alfa into the pits during race 2. The engine was cutting out. He repaired the fuel pump and went on to finish the race dead last. . . Dale Drake, of the Meyer-Drake Engineering Co. was an interested spectator in the pits. . . Duane Jones, No. 186 MGTD, also was plagued with a bad transmission. . . John Lance sheared a transmission bolt on his MGA in practice. . . No. 22, Gil Bloemendaal's Austin Healey developed a cracked head in practice. They had been suspecting this would happen since the Pomona races.

Pete Aumaier coasted across the finish line with a broken fuel pump on his MGA No. 51. He fixed it for Sunday's race but where was Sally in the Ladies' race? . . . Dr. Paul Winters had heating problems with his Dale Halliday Renault Special all week-end. He came in last in race 7 and didn't even finish race 13.

Mike Hammond drove his first race. In practice he lost the clutch on his No. 55 Porsche and the starter burn-

ed out. Saturday night he and his pit crew talked a local VW agency into opening up long enough for him to get the necessary parts. They worked at a gas station until closing time and then started again early Sunday. They had it finished in time for the Consolation race and he was able to finish 9th.

I heard a story about one driver who was so far back on the grid during one of the "big field" (51 starters) races Sunday that he couldn't see the starter. He worked out a deal with a member of his pit crew. The signal was that when the starter dropped the flag, the crew member would put on his hat. The driver was watching and when the hat went on, he took off on a Texas start. He figures he "jumped" a "passel" of cars through this maneuver.

No. 293 MGTC, Clark Whitney took first in the under 1300cc MG class in race 2 on Saturday and second in the under-1300cc class in race 10 Sunday, but he reports it locked in second gear on turn 7 and he came across the finish line making many expensive noises. . . A Crosley hesitated at the start of race 12 which caused No. 25 to stop and then No. 252 hit No. 25. This left No. 252 on the grid with a bent left front fender and a mad scramble to get him out of the way before the 500cc cars went by and the pack came around again. No. 252, Fred Newman, in his new Lotus belonging to "HIS TEAM," was able to get going again and finished the race.

Bob Drake had transmission trouble with Joe Lubin's No. 49 Cooper Climax. He took second in the semi-main but decided not to try the main. . . Sandy Sinclair had his clutch come apart on his No. 141 MGA in practice. . . Ed Barker lost second gear on Ted Corazza's Porsche Cooper in the second lap of race 12 but he came in seventh.

With the new ruling banning motorcycles and bicycles from the pits, the crew members were trying to figure out new angles. Saw one fellow moving around on roller skates. . . Near one of the big vans along the fence I saw the sign reading "NO SNOOK-ING".

Skip Conklin had a broken throttle linkage on his No. 27 Lotus Climax on turn 3. He stopped and fixed it and then limped over the finish line about 8 laps behind the leader. He also had some dents in his car where he ran into a Volvo in the pits after practice. . . The Verrichia brothers, Victor and Rico, have fun with their two little Crosleys but they are constantly plagued with small details. No. 39 had a bracket break loose on the clutch lever in the third lap and he finished 14th without a clutch. On Sunday he retired with a broken piston. No. 140 dropped the bottom off the oil pump on Saturday and Sunday he lost his oil pressure but he took second place in class.

Bill Tuning was doing very well with his Morgan in race 11 until the car float came loose and squirted gas out. He had to drop back in the pack. . . Frank Monise finished race 13 with a broken distributor. During the San Diego races he had dropped the head off of a valve, broken a piston and bent a rod. He made the necessary repairs in time to win race 7 at Santa Barbara. Besides working on his own car, I understand he prepares several others for the races.

As Bill Wheeler brought his Panhard in the pits for one to take it out for the Ladies' race, it collapsed. Later discovered that the gears were tight. Stan Bucklein came to the rescue and offered his Panhard to

SANTA ROSA

(Continued from Page 6)

cept that Ginther yielded his fourth spot to James.

Fastest speed through the traps was von Neumann's, 116.73mph. Shelby wasn't far behind at 116.58. Weiss had 112.50.

Weiss' time in winning the under-1500 was 50:35.64. After second-place Drake came Jimmy Hughes, Lotus 1100.

RACE 1 and 2, 10 laps. Production sedans and MG's. Classes H-G-F. Time: 19:34.01. Novice and senior drivers—Overall 1 (sedans)—1, Volvo, Robert Ellis; 2, Simca, Ed Fawcett; 3, Simca, Skip Dabney. Class F, Ellis; G, Fawcett; H, Morris 1000, Lendal Gray.

Overall 2 (Prod. MG)—1, MGA, Jack Dalton; 2, MGA, John Free; 3, MGA, James Moran. F, Dalton; G, MG-TC, Bob Winkelman.

RACE 3, 10 laps. Modified H-G-F. Time: 17:22.11. Novice only—Overall—1, Cooper Climax, Merle Brennan; 1, Lotus, David Harper; 3, Porsche, Emil Pardee. F, Pardee; G, Brennan; H, Panhard, Bill Wood.

RACE 4, 10 laps. Modified E and up. Time: 18:20.89. Novice only—Overall—1, Buick Special, Donald James; 2, Allard J2X, Jim Williams; 3, AH, Gordon Glycer. B, James; C, Jag XK 120, Chuck Tannlund; D, Glycer; E, Arnold Bristol, John Shonle.

RACE 5, 10 laps. Production G & F. Time: 19:18.07. Novice Drivers—Overall—1, Porsche 1600, Sherman Welpton; 2, Porsche Carrera, Dan Herman; 3, MGA, James Moran. F, Welpton; G, Alfa Romeo, Robert Parsons.

RACE 6, 10 laps. Production E and up. Time: 18:38.17. Novice only—1, Corvette, John Masterson; 2, Corvette, Robert Bent; 3, Jag XK 140, Floyd Shannon. B, Masterson; C, Shannon; D, Arnold Bristol, John Shonle.

RACE 7, 15 laps. Production G and F. Time: 27:21.17. Senior drivers only—1, Porsche Spdstr, Emil Pardee; 2, Porsche Spdstr, Ted Conrad; 3, Porsche, Ed Vincent. F, Pardee; G, Alfa Romeo, Geo. Gartung.

RACE 8, 15 laps. Productions classes E and up. Time: 26:57.83. Senior drivers only—Overall—1, Corvette, Cloyde Gray; 2, Jag XK 140, A. K. Neilson, Jr.; 3, A. C. Bristol, Fred Knoop. B, Corvette, Gray; C, Neilson; D, Austin Healey, Bill Olson; E, F. Knoop.

RACE 9, 30 laps. Modified H-G-F. Time: 50:35.64. Senior drivers only—Overall—1, Porsche Spyder, Sam Weiss; 2, Cooper Climax, Bob Drake; 3, Lotus 1100, Jimmy Hughes. F, Weiss; G, Hughes; H, Panhard Rdstr, Bill Woods.

RACE 10, 30 laps. Modified E and up. Time: 49:47.12. Senior drivers only—Overall—1, Maserati (3-Liter), Carroll Shelby; 2, Porsche Spyder, Sam Weiss; 3, eFerrari Testa Rosa (2-Liter) John von Neumann. B, Buick Special, Donald James; C, Cozzi Jaguar Special, N. A. Bourgeault; D, C. Shelby; E, Von Neumann.

Lonc. She had the slowest car but she didn't come in last. . . W. M. Davis blew a head gasket on his MGTD in race 10. This was his first race. He loaned a tire from his Thunderbird to Johnny Rogell because Johnny's tire did not pass inspection on the grid.

The announcer said that John von Neumann had the fastest time of the day with a lap at 1:42.5. . . Dr. Karl Brigidini finished race 13 with only one gear (8 laps behind the leader). Carmela says that she is old-fashioned and wants at least 3 gears, so she didn't go into the Ladies' race. . . Bill Doushke broke a hinge on the hood of his No. 84 TR3. He stopped in the pits to make the repair and finished his race dead last.

Chuck Porter's Mercedes Buick No. 181 had the bearings freeze following Saturday's race. They haven't decided the cause yet but there may have been a stoppage in the new cooling system and the oil wasn't getting into the bearing. . . Pete Woods blew up his engine on Friday night and wasn't able to make repairs in time for the races.

Technical Analysis:

HAUSER PUTS PRESSURE ON VON NEUMANN—WINS

By E. FORBES-ROBINSON

(Noted Australian production car driver and former journalist)

SANTA BARBARA, Calif., May 19—There are certain drivers who just plain don't mind driving in the rain; others can't but don't like it; and then there are the ones who would just as soon not start on any wet surface.

A few of the drivers rain does not seem to bother are Eric Hauser, Bob Drake, Jean Kunstle, Ken Miles, Jay Chamberlain, Roy Jackson-Moore, Dan Gurney, Frank Monise and Richie Ginther, just to name a few.

Richie lost it here in the rain on Saturday, and here is an interesting lesson because it was caused by a driving mistake on his part.



Coming out of turn 9 and holding second behind Hauser, he had the Aston Martin DB3 in a controlled slide and everything was fine, but then he looked over his shoulder to see where Bob Drake was while his foot was still on the throttle.

This was the mistake, for when he allowed his attention to be distracted from the wet course for that fraction of a second, the car was going out of control. He didn't realize this until he looked back around. Then it was too late, as the car was already in a big hairy slide and he wound up backwards in a ditch.

Drake and Miles are two good examples of drivers who can drive in the rain and very well, but would rather not, while Phil Hill would rather fight anyone twice his size, and me, I'm just as hopeless in the wet.

FASTEST CAR

In the under-1500cc main go on Sunday, it was just a case of the fastest car in capable hands. Kunstle went into the lead and held it for 3 laps, until Miles, in the extremely fast RS Porsche Spyder, overtook him. Ginther was then running 3rd in another Spyder, and I was pulling up from the rear of the pack, by virtue of not having qualified on Saturday for a starting position, and so had to manage this in the consolation race, which put me at the tail end Charlie spot in the main go.

About halfway through the race I caught and passed Richie to move into third, again just a case of a faster car, as Richie was making no mistakes and driving very well. Miles and

Kunstle had only to keep from making a mistake or having car trouble to finish first and second, which they both accomplished.

With about 15 minutes to go, the Lotus' 3rd gear went out, and while trying to nurse it home in 2nd and 4th gears, Richie caught me to move back into 3rd spot, which he held to the finish.

Jackson-Moore drove the Cooper Climax 1100 to a G class win, but is very thankful he was not being pushed too hard, as his tire pressures were wrong. He neglected to alter them from the rain pressures, which were lower than he needed in the dry.

THE DARK HORSE

The over-1500 was going to be closely contested between Hill, Hauser and Bill Pollack. The one who proved the dark horse was John von Neumann in his very quick Testa Rosa 2.5 Ferrari. The amazing thing about that little car was that it would out-accelerate Eric's Buick even out of a corner.

Eric figured if he could catch an early lead, he might be able to hold it, as the Balchowsky car has wonderful acceleration and very good brakes. However, Hill, in John Edgar's 4.9 Ferrari, could out-accelerate him, but Eric could hold him in brakes.

The best-suited combination for the course was Bill Pollack in Murphy's Buick, and would have been the winner but for a blown piston. Pollack played it smart allowing himself several laps to feel the car and the course. Then he started to move up. Eric and Hill were having a real game to see who could keep the lead when Pollack caught them.

Hill then started to charge after Pollack, but noticed after a couple of laps that the Murphy Buick exhaust was getting a bit more blue smoke out of it after each corner—so he knew Pollack was no threat even though he was in the lead. He let him go and waited until he finally went out.

ERIC CLOSES GAP

In the meantime Eric had closed the gap on Phil, and was pushing him until Phil started losing his braking power. Here it is hard to believe that at no time during the race, as hard as Eric was using those brakes, did he experience brake fade or loss of pedal.

Hill's brakes then went so bad that he just had to slow down, and Eric went into the lead. While all this was going on von Neumann was steadily closing the gap. John is known to be a slow starter, but the way he was

(Continued on Page 15)

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CALENDAR

JUNE

- 1—NASCAR late-model convertibles, Gardena Stadium, Gardena. 8:15 p.m.
- 1-2—Triple "R" Sports Car Road Races, Bakersfield.
- 1-2—Utah SCCA Great Salt Lake Road Races, Salt Lake Airport No. 2, Midvale, Utah.
- 1-2—Ft. Worth SCCA National Sports Car Road Races, Eagle Mt. Lake Nat'l Guard Base, Ft. Worth, Texas.
- 2—Belgian Grand Prix, Francorchamps.
- 2—CJA Jalopy Race, Gardena Stadium, Gardena. 2 p.m.
- 7-8—British Empire Motor Club Canadian Carrera, Harewood Acres, 10 miles east of Simcoe, Ontario.
- 8-9—New York SCCA Sports Car Road Races, Lime Rock, Conn.
- 8-9—CSCC Sports Car Road Races, Paramount Ranch.
- 9—Riverside Racing Ass'n Modified Stock Cars, De Anza Park, Riverside.
- 16—Dutch Grand Prix, Zandvoort.
- 22-23—Le Mans 24-hour Race, France.
- 22-23—Chicago SCCA National Sports Car Road Races, Elkhart Lake, Wisc.
- 29-30—San Francisco SCCA Sports Car Road Races, Santa Clara.
- 30—Riverside Racing Ass'n Sprints or Midgets, De Anza Park, Riverside.



TRIUMPH RALLYE OF EUROPE leaves London Airport for Stratford-on-Avon, the first step on a tour of six European countries. American car owners have been visiting London, Brussels, Frankfurt, Regensburg, Vienna, Lucerne, Lausanne, Verne, Dijon and Paris. Triumph sports cars were ordered under a plan which permitted the customers to purchase their new TR3s for a few hundred dollars over the retail price and enjoy three weeks of European travel and entertainment.

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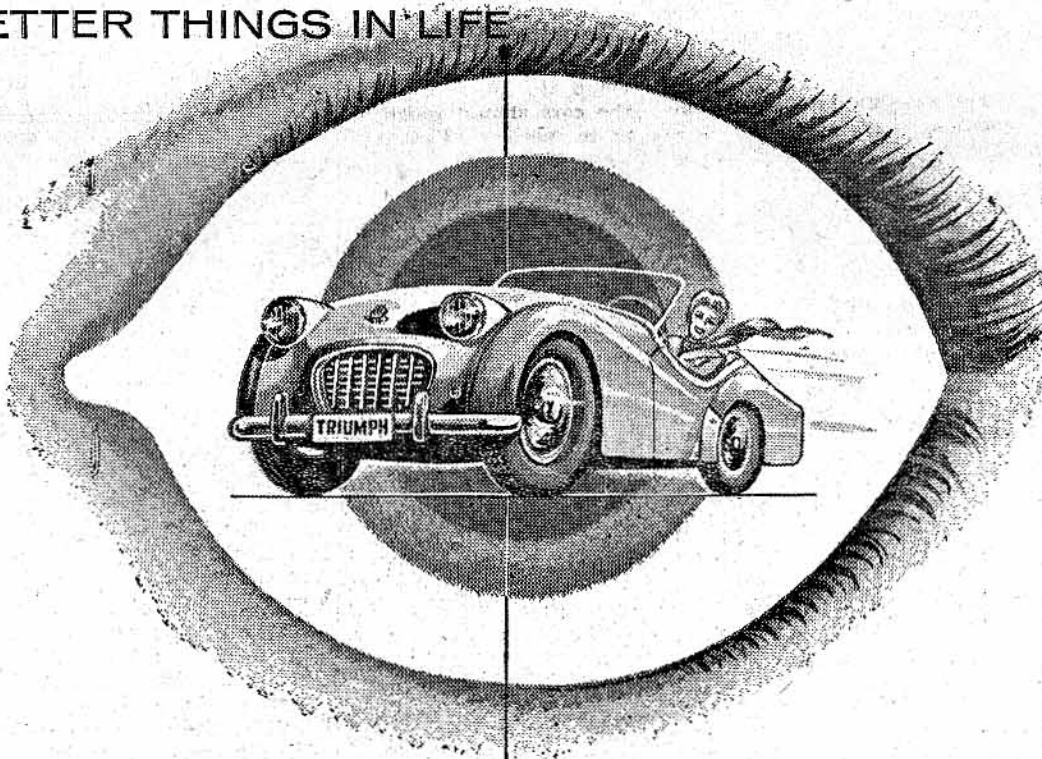
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Winning Rallye Techniques

By Gail Ann Holden
1956 SCCSC CHAMPION NAVIGATOR
**THE TIRE EXPANSION
PROBLEM—PART 3**



IN THE MAY 17-24 issue of **MOTORACING** two tire expansion correction tables were printed. Several leading navigators have "rallye-tested" the figures in these tables and have found them to be extremely accurate.

Charles and Drisa Cooke saved 12 seconds of error by applying these figures on this year's 24-Hour Rallye. This won them eighth position rather than tenth. (The Cooks rallye with expandable tires.)

Don Royer has used these tables on several rallies and has obtained very satisfactory results. (Don rallies with non-expandable tires.)

PROCEDURE LISTED

Those who are rallying with non-expandable tires in an event laid out with expandable tires will use the values in Table 1. The procedure is as follows:

- 1) Set your calculator for your average speed in the usual manner—long arm on minute-hour, short on speed.
- 2) Move both arms of the slide until the long arm is on 60 minutes (6).
- 3) Note your given average speed for the 10-mile layout. Find the figure which corresponds to this speed across the top of the table.
- 4) Note your present given average speed. Find the corresponding figure along the left-hand side of the table.
- 5) Read from the table the intersecting value. This number represents the tire expansion correction in seconds per hour.
- 6) Holding securely the short arm of the slide, move the long arm away from sixty minutes the value in seconds obtained in step five. (If the value is a plus figure, move the arm to the right; if it is a minus figure, move the arm to the left.)
- 7) Repeat steps one through six at each change.

The values in Table 2 may be used by those rallying with expandable tires in an event laid out with either expandable or non-expandable tires.

The following procedure is for those running with expandable tires in a rallye measured with non-expandable tires:

- 1) and 2) See steps one and two in procedure for those running with non-expandable tires.
- 3) Determine the average speed at which you traveled to the 10-mile layout. Find the figure which corresponds to this speed across the top of the table.
- 4) Note your present average speed. Find the corresponding figure along the left-hand side of the table.
- 5), 6) and 7) See steps five, six and seven in procedure for those running with non-expandable tires.

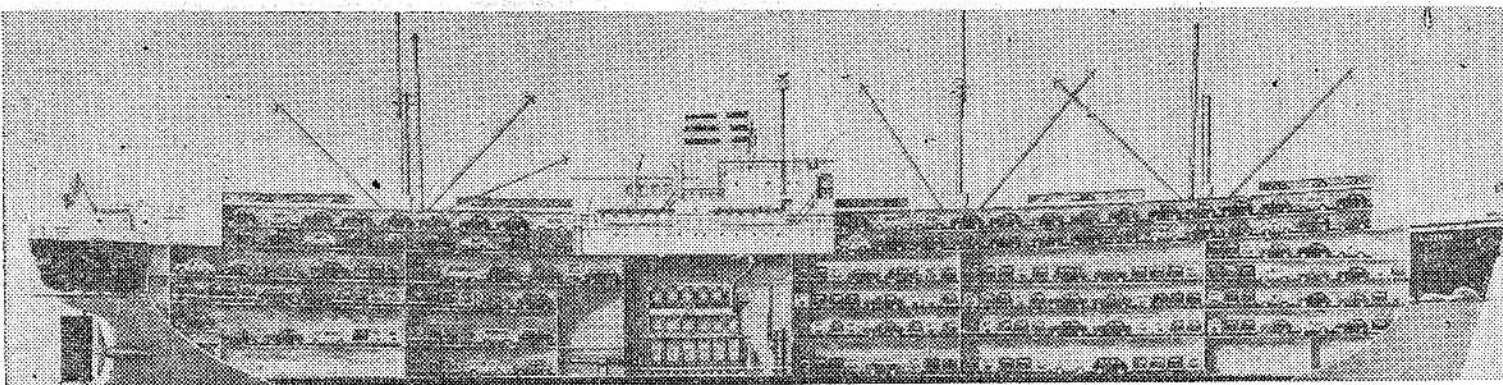
MAKING UP TIME

Ralliests running with expandable tires in an event also laid out with expandable tires will need to compensate for any tire expansion which occurs while he is making up lost time. This can be done in the following manner:

- 1) and 2) See steps one and two in procedure for those running with non-expandable tires.
- 3) Note your present given average speed. Locate the corresponding speed across the top of the table.
- 4) Determine the actual speed you have been traveling. Find the figure which corresponds to this speed along the left-hand side of the table.
- 5) and 6) See steps five and six in procedure for those running with non-expandable tires.
- 7) Compute your elapsed time for the distance traveled at the higher speed separately from your time for the distance traveled at the given average. Total the two.

NO VOLKSWAGEN CHANGES

Herr Heinz Nordhoff, general director of Volkswagen, has said that despite increase in labor and material costs the price, model and basic design of the Volkswagen will remain unchanged this year. He predicts a record year in sales in the U.S.



HERE'S HOW NEW FIATS WERE SHIPPED TO U.S. ON ITALIAN STEAMSHIP ITALTERRA

Fiat Makes Coast Debut In Bev. Hills

Hoffman Motors, the country's oldest and largest distributor of foreign made automobiles, opened the doors of its new showrooms at 9130 Wilshire Blvd. last week. A preview party of some four hundred guests were introduced to the new Fiat cars from Italy.

This is the first time the various models of this renowned manufacturer have been seen on the West Coast.

Max E. Hoffman, head of Hoffman Motors, reports that no other imported car has received such popular acclaim and immediate sales response. In just four weeks over 6000 orders have been placed.

Two basic Fiat models in several versions were revealed here—the Fiat 600, seating four, wheel base 6 ft. 6 and 3/4 ins. and the Fiat 1100, seating four, somewhat roomier than the 600 with a wheel base of 7 ft. 8 ins. Low fuel consumption is another characteristic.

Hoffman Motors has established an inventory of over \$1,000,000.00 in spare parts in its new Beverly Hills service department alone.

European Scene

By W. Robert Nitske

SCRIBE GIVES RUNDOWN ON RECENT RACE CLASSICS

ALTHOUGH THE masterful Fangio won the 15th Monaco Grand Prix with his Maserati to open the 1957 racing season, it was actually not the first outing of the Formula I cars for the year.

Monaco is quite different from other Grand Prix. The course around the houses is slightly over 1.95 miles, with short but fast uphill and down straights, exceedingly tricky, as Ascari found out and Moss did this year, through a tunnel, and extremely sharp turns. The fastest and best cars do not always win the 105-lap race. Fangio, however, had made the best qualifying time and secured the pole position for the 205-mile event, and won it at an average of 64.68 mph.

The first appearance of the Formula I cars took place at the Grand Prix of Syracuse. The fast Sicilian circuit is about 3.4 miles and the event consisted of 80 laps, covering a distance of 272 miles. Fangio, de Portago and Von Trips did not participate this year.

Not only did Maserati and Ferrari bring each one of their new racing cars, but the British were represented by Vanwall, Connaught, and Cooper (Formula II).

REAR FUEL TANKS

The new Ferrari had again its fuel tank placed in the rear instead of employing the side-board tanks. The front suspension was altered over the previous type, giving an improved roadholding quality in the sharp curves and on uneven road surfaces. The brakes were also improved.

The new 12-cylinder Maserati car, developing well over 300 hp at 10,000 rpm, did not perform satisfactorily during practice and was not started.

Nine green British cars and nine red Italian cars started the race.

During the first laps the Vanwalls of Moss and Brooks gained an appreciable lead over the new Ferrari driven by Collins, and a sidetank model, handled by Musso. By 20 laps the advantage was some 30 seconds, but then Moss had trouble with his Vanwall.

SUPERB DRIVING

A fuel line broke. After the repair, Moss drove superbly, establishing several new lap records, but he was unable to catch the leaders. And the machine of Brooks also developed trouble and was out of the race.

The new Ferrari, slower than the fuel injection Vanwalls, was steady and Collins won the event at an average speed of 102.33 mph. Musso was second, Moss (3 laps behind) third, and Taruffi placed the only remaining Maserati (the 6-cyl. model) of the seven which started, fourth, 3 laps behind. Five laps behind the leader was Bueb, bringing the other Connaught into fifth place.

The Formula II Coopers finished the event in sixth place, 10 laps behind, and 19 laps behind, driven by Brabham and Wickens.

★

GENDEBIEN VISITOR

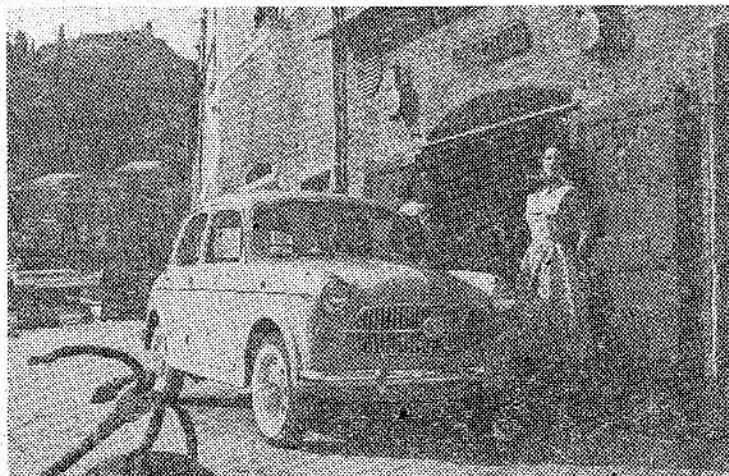
The 670-mile Giro Sicilia, a circular journey which included some 11,000 turns and curves, was won by Oliver Gendebien, driving a GT 250 3-liter Ferrari, in 10 hours, 5:31 minutes. Taruffi placed his 3-liter Maserati in second place and Scarlatti was third, driving a 2-liter Maserati.

★

Correction: Phil Hill pointed out that the accident of Castellotti took place on the Modena circuit and not at Monza erroneously mentioned in the last column. I hope that the other two readers have not been embarrassed by this oversight.

★

The new XK-150 Jaguar convertible and coupe will have



ONE OF models displayed at opening of lavish Hoffman Motors showrooms on Wilshire Blvd. last week was this elegant-looking Fiat 100 sedan.

BRITISH CARS IN AMERICA

LONDON—Initial registrations of British cars in America continue to increase. In 1956, 32,327 new British cars were registered in the United States, a striking increase from the figures for '55, when the total was 25,050.

four-wheel Dunlap disk brakes similar to those used by the factory in the entries at Le Mans. Equipped with the B-type head, the engine will develop 210 hp at 5,500 rpm and the cars should reach a maximum speed of 135 mph.

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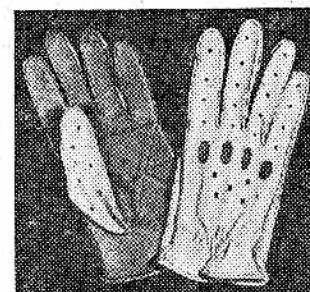
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MOTORING

fo(u)r
FUNBy JOHN FOSTER
National President, FCCA

THE MIDNIGHT oil was burned recently when another milestone was passed in this club's happy history as the first issue of National's "Dashplaque" was



put to bed. Our sincere thanks to Howard Knowles of Whittier Chapter for making the venture possible and so successful.

The quality of Chapter newsletters steadily has improved to a point where their monthly appearance is eagerly awaited, and it is obvious that within our membership we have some excellent writers, cartoonists, reporters and photographers. "Dashplaque" contains excerpts from these publications.

Related congrats to Don Royer once again. With Flo Stevens at the wheel of the Corvette, they took first overall in the 250-car Don Diego Champ Rallye. Made history, too, with a TOTAL error of only 11 secs for six checkpoints and 225 miles of driving!

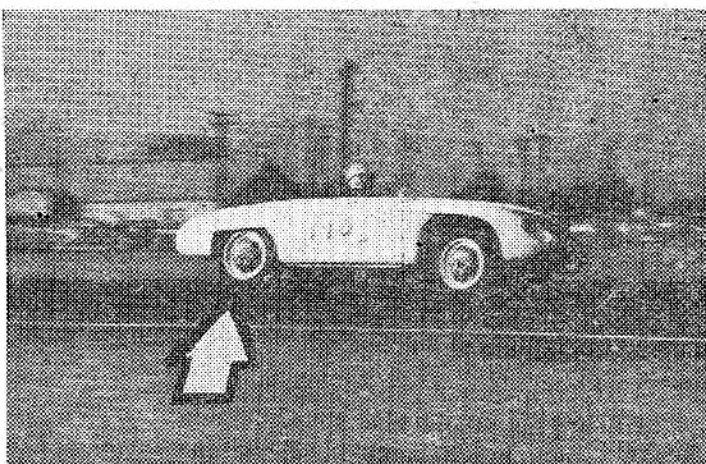
If you have ever thought how much fun it would be to combine a rip-snorting rallye with a well-organized campfire party, barbecue, entertainment, sing-song and "bundling party" (Ref. Webster's Collegiate, bundle hist.) under the stars, DON'T MISS "THE SLEEPING-BAG RALLYE." If you have ever complained of the high cost of two-day rallies, with accommodations, meals, drinks, etc., then this rallye is just for you. This event, scheduled for June 15-16, the brainchild of Bruce Landers, our dynamic publicity director, is rapidly growing into the season's biggest event and promises many "firsts." It can't miss being a tremendous success. Entry blanks are out. Phone Bruce at STate 6-2525 for info.

Many famous top drivers have already accepted an invitation to compete in the spectacular gymkhana, part of the world's "sports CARNIVAL" scheduled for Devonshire Downs June 2.

Event will include a big Sports Car Show in the Exhibition Hall, Concourse d'Elegance, Parade and Show of the world's finest Classic Vintage and Horseless Carriage autos, races by the Quarter-Midgets, Fashion Show, Entertainment, Stars, Humorous and Competitive Gymkhanas, food and all the fun of a county fair. Many clubs are planning a special rallye to the fairgrounds on that date. Reserve that date and help a truly great charity—the Valley Presbyterian Hospital.

SUES FOR \$75,000

BINGHAMTON, N.Y.—Plaintiff Harry Bloomer has filed suit in the amount of \$75,000 for loss of the sight of his right eye when he was struck by a stone flung by a car at Glen Aubrey Raceway last September.

623 SO. WESTERN
NEAR WILSHIRE

JIM ORR, of Kentfield, Calif., who misses few races in the state, shown at recent So. Calif. meet. Note wheel of Devin Panhard off ground. Orr is regional exec. of San Francisco Region of Sports Car Club of America.

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CSCC RACE CHAIRMAN

Joseph J. Weissman has informed MOTORACING he will step down as race chairman of the California Sports Car Club officially within the near future, but that he intends to retain his seat on the Board of Governors.

Be there, Ingrid, when the oats are green.

Please pass the mushrooms.

Powell Picks
Top Ten for
Indy Classic

(Maury Powell, MOTORACING'S managing editor, veteran observer of pro racing in the U.S., presents his top 10 selections for the Indy 500 May 30.)

1. Paul Russo, Novi Special.
2. Troy Ruttman, Zink Special.
3. Jimmy Bryan, Dean Van Lines Special.
4. Pat O'Connor, Sumar Special.
5. Sam Hanks, Belond Special.
6. Fred Agabashian, Bowes Special.
7. Bob Veith, Estes Special.
8. Jih Rathmann, Chiropractic Special.
9. Johnnie Thomson, D-A Lubricant Special.
10. Johnny Boyd, Bowes Special.

Predicted winning average: 131-plus mph.

Warner to Work With
Chevy Sports Cars

DETROIT—Fred M. Warner, a Chevrolet experimental engineer, has been appointed an assistant sales promotion manager of the company. Warner joined Chevrolet in January, 1956, and was assigned to Corvette design. He will work with sports car groups in his new position.

MASQUERADE PARTY HUGE
SUCCESS IN SAN JOSE

Some 350 sports car club members from the Santa Clara and San Francisco Bay areas "had a ball" at a spectacular masquerade party.

British Motor Center Ltd. of San Jose hosted members of the Peninsula and Continental Sports Car Clubs, furnishing brew and facilities for the two groups. T. C. Brown of the Continentals spark-plugged the whole shebang.

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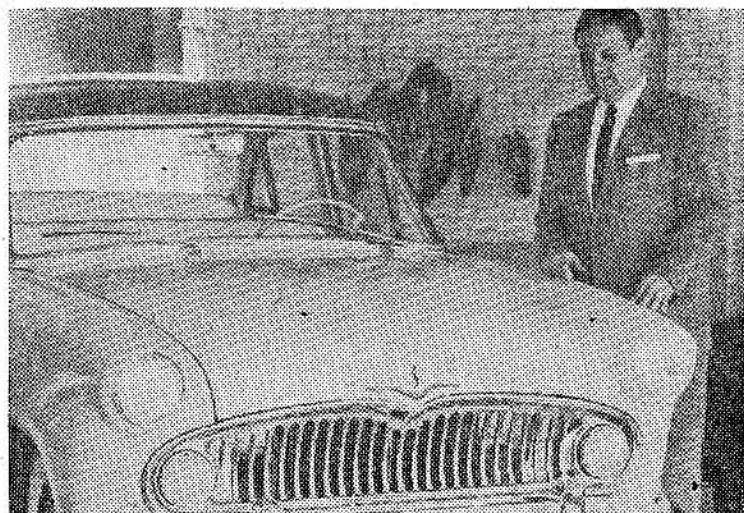
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—Vignolle & Powell

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1956 PORSCHE SPYDER, as new, only 610 miles. Net yet really broken in. Engine No. P-90091. \$5500. W. R. Turner, 901 No. La Brea, Inglewood, OR. 8-4323.

'57 CORVETTE. Big engine, standard transmission, hard top. Few miles. \$3250—trade or terms. Bob Mandel, RY. 1-6359.

MGA 1956. Blue. Radio, heater, tonneau cover, seat belt, white sidewalls. Top condition. \$2095. Dickens 4-5985 evenings.

1952 ROVER 4-door sedan, cream, body, woodwork and engine in good condition. 75 h.p. 6 cyl. Still young at 67,000 mi. \$475. 1006-D W. 30th St., L. A. 7.

VELOCIA 4.9 COMPETITION RACE CAR. Tube frame, torsion-bar suspension, Merc. engine, extra tires, ready to race. An inexpensive way to start racing. Call or see and make offer. Osborne 5-0343 days, Altantic 6-5191 evs. and weekends.

1953 SIATA 4-passenger coupe. 1900cc. 4 cyl. with 5-speed gear box. Economical, versatile, fast, top condition. Farina body. KE. 3-3056.

RAPID MG '51 TD \$700. 1500 engine, white, modified thruout. Also tools and manuals. '53 1/2-ton PICKUP. \$695. Ford V8, R&H. Excel. mech., clean. New 6-ply tires. R. Banvard, 1615 Curtis Ave., Manhattan Beach, Calif.

AUSTIN-HEALEY '55. Low mileage, red with black interior. One owner. Unusually clean, never raced. AX. 2-9079 after 6 and weekends.

'54 JAGUAR XK120M. \$1695. Black. 5122 Melrose, L. A. 29. HO. 2-9331.

USED METRIC TOOLS and new snap-on tool box. Globe 6-2743.

FLAME-PROOF CHEMICALS. One pkg. sufficient for one gallon flame-retarding solution. Carries State Fire Marshal's Seal. \$1.50 plus tax. Jack McAfee, 13323 Ventura Blvd., Sherman Oaks, Calif.

JAGUAR SS 100 ROADSTER, 1937. This hard-to-find model is in excellent condition, including new leather and carpeting. \$2250. Don Shoener, 5841 Colfax Ave., North Hollywood. PO. 6-2956.

ARNOTT-COREY SUPERCHARGER complete for 1955 or 1956 Jaguar. \$275. C. R. Solms, 45002 Spearman, Lancaster, Calif. Whitehall 2-4594.

MG-TC. One of the cleanest '49s in town. Supercharger. A real showpiece. Must sell. Private party. 1218 N. Myers, Burbank, Calif. TH. 8-6161.

TYPE 350 BUGATTI GRAND PRIX for sale or reasonable trade. Bix Roth car, runs good and is in good condition. Now stored at Monterey Peninsula Airport. For further information see or call Bob B. Baird at Monterey Bay Motors, Monterey, Calif.

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POSITION IN U. S. A. Swiss mechanic desirous of making home in the United States would like a position on a contract basis. 37 years of age, married and owner of garage prior to the war. Specialist FIAT and Alfa, tuning, carburetion, ignition, etc., and preparing cars for races. Jacques Moilliet, Ave. du Tribunal Federal 11, Lausanne (Vaud) Switzerland.

OWNER'S NAME, make, year and mileage at which overdrive locked "in" on Laycock de Normanville units. Also availability of damaged planetary assemblies. John Duba "100M," 2009 Monrovia Ave., Costa Mesa, Calif.

MERCEDES-BENZ 300 or 300S, '53 or '54. Ridiculously low price preferred. Box N. Motoracing.

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Are You Going to Europe?

Fun In Production Car Racing

(Editor's Note: This is the 8th Article of a series.)

BY HENRY N. MANNEY III
MOTORACING Staff Correspondent

CANNES, France, May 29—If you are going to drive like a rational human being in Europe and are out mostly for fun, the production class is for you.

There are lots of hotshoes driving for the factories with whom you will have to compete, but the real struggle is in the out and out sports class.



By production, Henry N. Manney of course, I mean sports and GT cars and not sedans, which you can race but won't find much opportunity to. The small (class G and H) cars do not get a chance to run in a few of the bigger races but they can go at Le Mans, Mille Miglia, or the Rheims 12-hour if you can get in.

The busy class is 1300cc and the best wear for that is the Giulietta SV, as the 1300 Porsches are not up to it. The normal Sprint Giuliettas are not quick enough either. The choice for the 1500 or 1600 class is obviously Porsche, but I hear rumors of a 1600 Giulietta! That should be a bear, as every so often a SV knocks over the Supers and Carreras from the class above.

POOR RELATIONS

The two liters are sort of a poor relation and sometimes don't run but if you lack the loot for an Alfa Sprint or Maserati, you can (depending on the organizers and course) run your Triumph or what have you.

Above that, of course, you get into the heavy metal, such as 300 SLs and Ferraris; I have seen XK 140s pitted against this sort of iron but they don't seem to be a conspicuous success. But like I said, you can run practi-

cally anything (depending on the organizer) especially if you keep your sense of humor.

Grand Turismo cars have the added attraction that they can be driven to the race, and if you have a little luck and the brains of a gnat, home again. Just remember, don't blow it up on the Nurburgring if you can't speak German. Cannon's is a long way off.

LOOT AND GUTS

Now if you have lots of loot, lots of guts, are totally overcome with yourself, and are in a state of grace with the Church, you can contemplate running in the modified sports class. Here you are going to have the roughest competition and find yourself staring Fangio in the face, not to mention the factories that are supporting him and his chums.

Just remember, YOU CAN'T BUCK CITY HALL. They have too much finance for you and, more important, meenie meenie mechanics on the spot and a mobile workshop. If you pick and choose your events carefully, you may do some good but they like to win, too . . . in fact, they HAVE to.

What you should decide, logically, is the kind of car that is going to do you the most good. It must be reliable, reasonably quick, and both handle well and

be easy on you. The small classes like H and G are inviting but any sort of speedy equipment is going to cost you as much as a slightly used Monza.

TAKES PANHARD

Do not forget Noodnick's Law of Diminishing Returns—Anything Based on a Production Car, Over a Period of Time, Won't Give You As Good Results As Something Built For The Job.

Nevertheless, in the H and G bracket, give me a Panhard derivative. Things break and fall off, but you and your plumber friend can fix it without returning it to Modena. There are also the Lotuses but they seem very fragile away from the billiard-table English courses; the rear-engined Coopers seem solid enough but apparently keep you on our toes. 1100 Oscas are lovely but Oil the loot!

(To Be Continued)

Ads Pay Off

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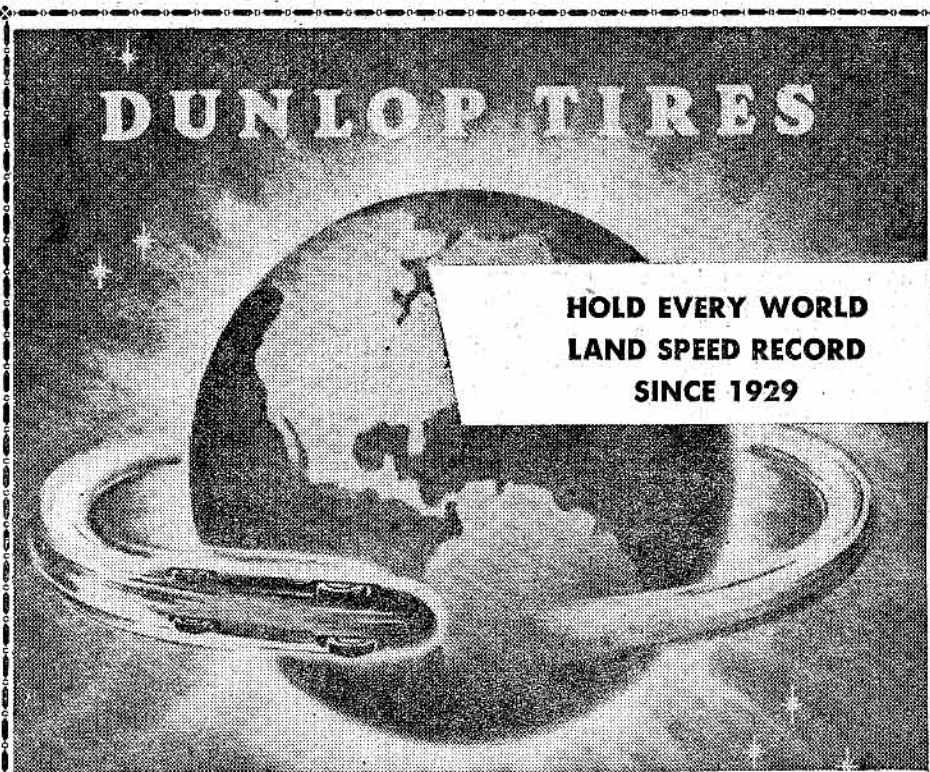
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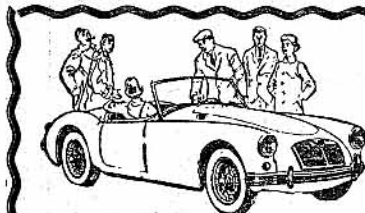
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San Francisco Newsletter

• Dear Gus

By Tom Wilson
BROTHER, ACTION REALLY
BREWING UP NORTH

DEAR GUS:

The local wheels, who are the self-appointed Czars of sports car racing, have developed and the hassles of the elected leader have now earned him the title of "Der Fuhrer," in polite conversation.

Races are being cancelled faster than new ones can be scheduled. One man decides that he does not like the course. So the race is cancelled and the sponsor is left holding his bag of guarantee money; and unthinkable state of affairs in sports car racing circles. Northern California is prime for a new racing club; in fact the Cal Sports Car Club has approached the Pebble Beach people with a pitch that their club is congenial, harmonious and works together with no dissension in the ranks. If the Cal Club really wants a good 2-liter course, the Santa Clara sponsors have the dough to put on a race and the entry list would come from local talent. Or maybe George Cary is interested.

★ FIGHT NIGHT SPONSORED BY GUILLOTINE

A recent business meeting of the S. F. Region of SCCA proved to be a real donnybrook. A pile of real and fancied grievances were aired and as a result a committee was appointed to study the by-laws for a possible solution of their troubles. This solution could even go so far as the recall of the present officers, but this is doubtful, since it was a hand-picked committee appointed by the chair and a guy doesn't usually sign his own death warrant—especially when you have National officer ambitions. But there are a couple of guys who might upset the applecart and might put the good of the club ahead of personal friendship. Dick Newhall is the chairman, and the other members are Buck Bertillon, Ed Gaspar, Al Coppel and John Luce.

At this meeting several resignations were announced. Ted Rothermel, an old-timer at this racket who has held down every tough job that the boys could think up, resigned as membership chairman. Morrow Decker, editor of THE WHEEL, announced his moving to the East Coast—just when he was getting the swing of the job and putting out a sheet according to the old tradition. The Rallye chairman also resigned when he found out that he was not being invited to the Rallye Committee meetings, which seems to be a very picayune reason. It seems that this region is about due to have a visit from the Wheels of Westport and we don't mean an Executive Committee meeting in some bistro. It should be a full membership business meeting and the guillotine committee should present its findings at that time.

★ SHALL WE RACE?

Gus, so that you may get your ulcers in condition and

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fighting trim, I am listing the race schedule for the rest of the year. With a flock of IFS attached, it is planned to put on another race at Santa Rosa on August 3-4. This race will be a six-hour enduro on Saturday and six races on Sunday. This is tentative so don't leave Smogville until you hear from me.

Another tentative date is Arcata on Sept. 7-8 and although Frank Dearing and Bruce Simon are all hot for a Lou Brero Memorial race, the local wheels are apathetic—it's too far and too much work. An alternative for this date may be Lake Tahoe—there is a lot of talk but no one has so much as looked at the course, so don't pack yet.

The Sacramento Fair Grounds Race is pretty firm; no contract is signed yet but it looks as if I will see you there on Oct. 12-13 and we can celebrate Columbus day with Les Nehamkin and the rest of the Ferrari and Osca crowd.

The contracts for the Laguna Seco Race at Pebble Beach are tied up in red tape, but we still have hopes. Both the State and Federal Governments are in on this deal, but the Governor is friendly and the Pentagon started this deal, so it should go through in due time—which we hope will be in time to build a course for that Nov. 8-9 date. Any later and we may as well bring our rain gear and shoot a few ducks between races.

The real big social and speed event of the year will be the sixth annual Cobb Mt. Hill Climb, Sept. 28-29, sponsored by Sport Cars Unlimited. This event is a package deal with a cabin under the pines, free cocktail party, a loaf of bread and thou. Hoberg's Resort is headquarters and it is a grand week-end of no-pain with an aftermath of bum resolutions. The entry list usually is predominant in production cars since the hill is too hairy for some of the modifieds. The entry is limited so get under the wire as soon as the entry blanks are mailed out. Well Gus, don't go ahead with that deal until you hear from me.

With best regards,
tom wilson

Europe Tour Visits Three Big Races

A two-week tour that will visit three major auto races in as many European countries leaves New York June 14 aboard a Pan American World Airways Clipper.

Conducted by Denise McCluggage, Motor Racing Editor of the New York Herald Tribune, the tour is being offered to sports car enthusiasts for the all-inclusive price of \$796.40.

The trip will take in the Grand Prix of Holland on June 16, the 24-Hours of Le Mans in France, and the 500-mile Indianapolis-of-Europe at Monza, Italy, on June 29 and 30. Visits to such automobile factories as Citroen, Renault, Alfa Romeo, Fiat and others will be part of the tour.

Departing New York's Idlewild Airport June 14, the tour will return to New York on July 2. The cost includes round-trip air transportation, all transportation within Europe, hotel accommodations, two meals a day, transfers to and from hotels and the races and sightseeing trips.

The Monza race is unique among motor sporting events pitting continent against continent—the 10 best of the American cars and drivers of the Indianapolis school against the 10 best of the European cars and drivers battling for 500 miles around the banked oval at Monza.

For tourists with more time to spend on the continent, a one-week extension is available. It will include visits to the Maserati or Ferrari auto works in Italy, a drive down the Mille Miglia route, a day in Florence and two days in Rome. Air transportation is then available from Rome to New York via Lisbon, London or Paris with further extensions and stopovers if desired. The three-week tour cost is \$978.40.

Further information about the tours may be obtained from Miss McCluggage, Sports Department, New York Herald Tribune, 230 West 41st Street, New York, New York.

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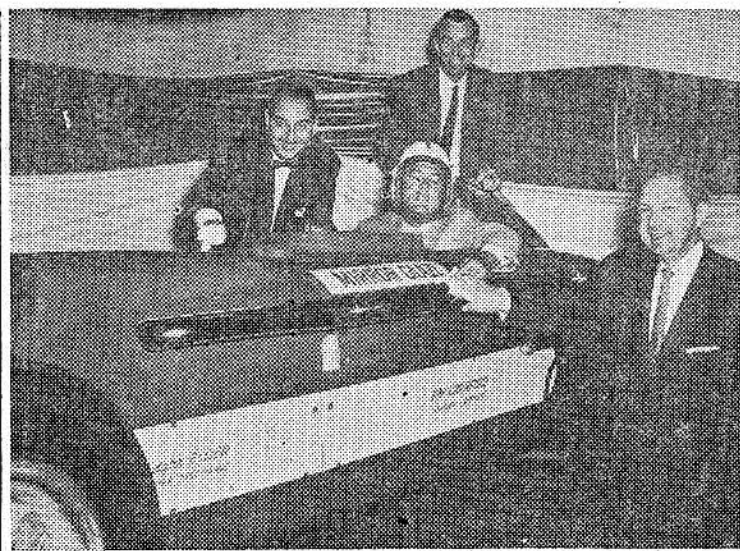
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SHINE 'ER UP!—Driver Ray Crawford sits at wheel of his new \$25,000 Indianapolis mount as his sponsors give car a polish job. They're Maury, left, and Malcolm Meguiar, makers of Mirror Glaze in Pasadena. Chief Mechanic Edgar Elder joins in jesting at Crawford's El Monte Market. Car, unfortunately, failed to qualify for the "500."

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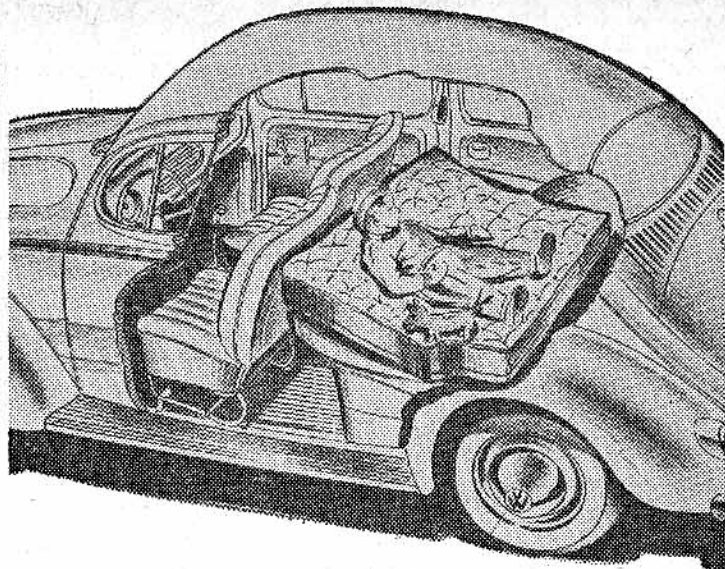
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DKW MEET—Here are part of the nearly 200 DKWs at the Glen Aire Country Club in Sherman Oaks, whose drivers helped launch the new DKW Owners Club of America.

Fangio Scores As Moss in Crackup

MONTE CARLO, May 19—Cool-headed and imperturbable as ever, World Champion Juan Manuel Fangio won the Grand Prix of Monaco here today before 40,000 fans, including Prince Rainier and Princess Grace.

At the helm of a Maserati, Fangio shot into the lead on the third lap when Stirling Moss lost his brakes on the Vanwall and sideswiped a barricade of horizontal telephone poles. He got out of the car at once.

Peter Collins and Mike Hawthorn, following closely in Ferraris, also hit the barricades to avoid Moss' machine and were put out of competition.

Fangio's average for the 105-lap, 205-mile race through this principality was 64.68mph, finishing about a half-minute ahead of Tony Brooks, Great Britain. Vanwall. Third was taken by Masten Gregory, Kansas City, Mo., in a Maserati.

Fangio was just back of Collins and Hawthorn, but maneuvered his mount adroitly through the three-car tangle and never was in danger thereafter.

In other crashes, Carlos Mendigutay of Argentina mangled his Maserati on the 52nd lap and Wolfgang Von Trips of Germany smashed into a corner of the Monte Carlo Casino on the 98th circuit. The former sustained facial bruises while the latter was uninjured.

Sports CARNIVAL

(Continued from Page 1)

has been met with immediate response from the top sports car race drivers. E. Forbes-Robinson, Harry Morrow, Jim Parkinson, Lew Bracker, Ron Pearson and Rudy Cleye will pit their ability against time and each other.

Other events include a parade of cars from the Wild Goose Restaurant, Sherman Oaks, to Devonshire Downs, and a quarter midget race by the 5-12 year olds, staged by the Quarter Midget Racing Assn. of San Fernando Valley.

Lending their support are film notables Cornel Wilde, Jean Wallace, Diane Foster, Hugh O'Brien, Sterling Hayden, Roy Rogers, Dale Evans, Ben Alexander, Jackie Cooper, Keenan Wynn and Verne Smith.

The Sports Carnival, a day planned for the entire family, from 6 to 60, is a benefit for one of the most urgently needed services in the vast San Fernando Valley—a class-A, non-sectarian, non-profit, complete medical and research center.

Admission is \$1, with children under 12 free.

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CUMBERLAND

(Continued from Page 3)

Healey); 3. David Darrin (Triumph). Average speed, 58.6 m.p.h.

Seventh race (classes C and B production, 45 minutes; overall and class B)—1. Dick Thompson (Corvette); 2. Carroll Shelby (Corvette); 3. Bark Henry (Corvette). Class C—1. Charles Butcher (Mercedes 300 SL); 2. A. E. Hogner (Merc. 300 SL); 3. Jos. A. La Palme Jr. (Merc. 300 SL). Average speed, 62.4 m.p.h.

Eighth race (classes B, C and D modified and first three from fifth race, 1 hour; overall)—1. Carroll Shelby (Maserati 300S); 2. Walt Hansgen (Jaguar D); 3. Charles Wallace (Porsche 550 RS). Class C—1. Hansgen; 2. Rich Lyth (4.5 Ferrari); 3. Russ Boss (Jaguar D). Class D—1. Shelby; 2. Paul O. Shea (Mercedes Benz 300 SL Roadster); 3. Loyal Katskee (2.9 Ferrari). Class B—1. J. E. Rose (Corvette); 2. Paul Whitestone (Allard J2X); 3. Art Kluth (Kaiser D). Average speed, 70.4 m.p.h.

Aston Martin Nurburgring Race Winner

EIFEL, Germany, May 26 — Tony Brooks and Noel Cunningham-Reid of England, driving a 3-liter DBRI Aston Martin, today won the third International 1000-kilometer race on the 14.2-mile Nurburgring.

Peter Collins and Olivier Gendebien were second in a Ferrari, followed by Mike Hawthorn-Maurice Trintignant; Umberto Maglioli-A. Barth, Porsche; Stirling Moss-Juan Manuel Fangio, Maserati.

The winning team set a course record of 82.87mph.

Moss and Fangio started in a factory Maserati, which lost a rear wheel on the 8th lap. In another works Maserati, a broken oil line sidelined them, and they finally finished in a third, privately-owned Maserati.

Wolfgang von Trips, the German driver in a Ferrari, spun off the course in yesterday's time trials and suffered a brain concussion. The car was destroyed.

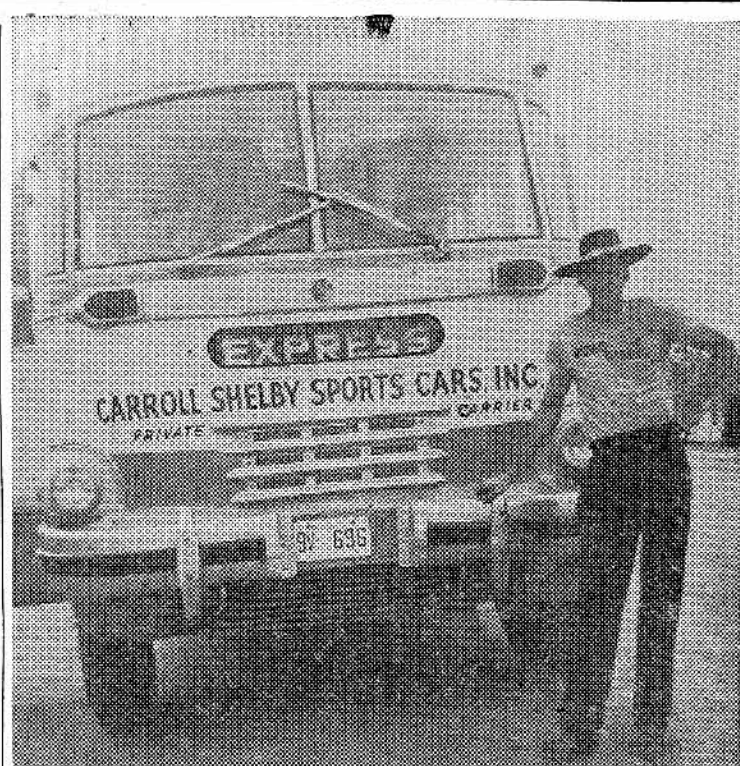
The grueling Nurburgring race counts towards the World Championship for sports cars.

The 1956 Nurburgring marked the first time that Aston Martins had raced there. On that occasion, Collins and Brooks finished fifth in an Aston Martin DB3S and had the distinction of being the first British car to finish.

MISSISS LOU BRERO

When Lou Brero went, a good deal of my interest in the sport went, too. I had always figured that he was the "real guy"—a white hope in a field of stuffed schizos.

Jacinto Lopez
San Francisco



POPULAR TEXAN, Carroll Shelby, in MOTORACING T-shirt stands beside his huge private carrier express bus which he uses for jaunts in and around his Sports Car Center in Dallas.

ACROSS THE SAHARA

COVENTRY, England — Ex-London policeman Jack Meldrum has reached Fort Lamy in French Equatorial Africa after a 23-day, 2000-mile crossing of the Sahara.

The natives are getting restless.

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Santa Barbara Race Charts

(Continued from Page 6)

Race No. 11—Semi-Main Prod. over 1500 cc. Time: 19:25. Laps: 10. Avg. 68. Miles: 22.

				C	D	E
1	249	Bob Drake	Corvette	1		
2	221	Ronald Ellico	Mercedes 300 SL	1		
3	180	Jerry McGee	Corvette	2		
4	161	James Hall	Corvette	3		
5	331	Richard Shipman	Austin Healey		2	
6	274	John Hathorn	Austin Healey		3	
7	69	Bob Weller	Jag XK140MC	4		
8	192	George Spears	Porsche Spdstr.		1	
9	256	Gerald Aarons	Corvette	5		
10	277	E. Forbes-Robinson	Lancia Aurelia		4	
11	109	Skip Hudson	Lancia Synd.		5	
12	147	Bill Klingensmith	Austin Healey		6	
13	200	Wm. Dantzsch	TR3		2	
14	60	Jim Kadin	Corvette	6		
15	85	Jerome Whitelock	Austin Healey		7	
16	80	Jim Mathews	Jag XK120	7		
17	83	Robert Magruder	TR2		3	
18	107	Rod Bowers	TR3		4	
19	164	Robert Windhorst	Austin Healey		8	
20	177	Rod Hart	Porsche Spd.		5	
21	201	John Masterson	Corvette	8		
22	216	Jim Honeter	TR2		6	
23	138	Dick Griffin	Corvette	9		
24	93	Art Evans	Jag XK120M	10		
25	171	Bob Harris	Jag XK120	11		
26	170	Geo. Sherrerd III	Jag XK120	12		
27	5	James Evidon	Morgan TR3		7	
28	19	D. D. Michelmore	Porsche 1600s		8	
29	156	Jesse Peters	Jag XK120	13		
30	92	Max Balchowsky	Corvette	14		
31	122	Clark Merrick	TR2		9	
32	162	Johnny Rogell	Thunderbird	15		
33	112	Thomas Hagen	TR3		10	
34	95	Jim Orr	TR3		11	
35	146	Hugh Pryor	Austin Healey		9	
36	168	Don Korntved	TR3		12	
37	199	J. Fred Roy	Triumph		13	
38	36	Charles Farrell	Austin Healey		10	
39	217	William Alvarez	Jag XK120	16		
40	159	Wm. Orville Tuning	Morgan TR2		14	
41	84	Bill Doushness	TR3		15	

45 Starters (17C, 12D, 16E). Did not finish—52, Phil Dean, Austin Healey, dropped generator; 183, Vincent D. Carlo, Tr2, bearing out, towed into pits; 195, Jim Fox, Jaguar, overheated, didn't finish first lap; 233, Arthur Morton, Austin Healey, knocked down Mobilgas pylon on turn 9.

Race No. 12—Semi-Main Modified. Time: 17:50. Laps: 10. Avg. 74. Miles: 22.

				B	D	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	11	John von Neumann	2.5 Ferrari	1																						
2	49	Bob Drake	Cooper Climax		1																					
3	77	E. Forbes-Robinson	Lotus Climax		2																					
4	163	Cal Breskovich	Ed Allard		1																					
5	134	Frank Livingston	Edm-Chev.																							
6	00	Cal Niday	Osca		3																					
7	40	Ed Barker	Cooper Cooper		4																					
8	102	Jack Nethercutt	Lotus Climax		1																					
9	376	Terry Hall	Talbot Lago																							
10	129	Johnny Lawrence	MG Spec		5																					
11	145	Lew Spencer	MG-TC		6																					
12	4	Mark Brunner	Cooper Norton																							
13	96	Dick Rogers	Cooper Norton																							
14	101	Harry Morrow	Cooper Norton																							
15	25	Jim Chaffee	MG Spec		7																					
16	12	Jack Brink	Brink Spec.																							
17	75	Arden Stevens	Devin Panhard																							
18	140	Victor Verrecchia	Crosley Fiat																							
19	252	Fredrick Newman	Lotus Climax		2																					
20	241	William Wilder	WMW2M4 Spec.																							

28 Starters (1B, 1D, 8F, 3G, 3H, 9I, 3J, 3L). Did not finish—34, Morry Stillwell, DMW Crosley, carburetor; 117, Harry Hanford, plug trouble; 208, Douglas Snow, Panhard, black-flagged, leaking gas; 13, George Holcomb, Echo Norton, rear brake lining gone; 16, Jean Geslin, Cooper Norton, carburetor fell off; 100, Jim Frank-Norton Special, fuel line broke loose; 150, Eugene Levin, JAP, plug fouled; 185, Leslie Gaylord, Gaylord Special, black-flagged, leaking oil.

Race No. 13—Under 1500 cc.—Main Event. Time: 60:04. Laps: 34. Avg: 74.7. Miles: 74.8.

				F	G	H
1	50	Ken Miles	Porsche Spyd.	1		
2	118	Jean Kunstle	Porsche Spyd.	2		
3	88	Richie Ginther	Porsche Spyd.	3		
4	77	E. Forbes-Robinson	Lotus Climax	4		
5	225	Roy Jackson-Moore	Cooper Climax		1	
6	169	John Porter	Porsche Spyd.	5		
7	151	Leon Miller	Lotus Club MK XII		2	
8	113	Lew Bracker	Porsche Car. Spd.	6p		
9	28	Dusty Miller	Maserati	7p		
10	318	Gary Nelson	Porsche Carrera	8p		
11	115	Frank Aldhouse	Alfa Veloce	9p		
12	58	William Cooper	Alfa Glu.	10p		
13	26	Dr. Alan Kerns	MG Spec.	11		
14	116	Chuck Schroeder	Lotus MK XI		3	
15	97	Bill Scott	MG-TD	12		
16	24	Ed Barker	Porsche Spdstr.	13p		
17	144	Frank Monise	Lotus MK XI		4	
18	73	Perry Peron	Panhard			1
19	20	Robert Patton	Alfa Glu.	14p		
20	137	Jack Brown	Crosley Spec.		2	
21	32	Robert Holbrook	Crosley Spec.		3	
22	111	Clifford Bundy	Crosley		4	
23	214	Dr. Karl Brigandi	Abarth Flat Spyd.			
24	27	Skip Conklin	Lotus Climax		5	
25	114	Stan Bucklein	Panhard		6	
26	104	Bill Wheeler	Panhard		7	

37 Starters (11 Fm, 9 Fp, 8 Gm, 9 Hm). Did not finish—15, Lee Bernhardt, Crosley Special; 39, Victor Verrecchia, Crosley Special, broken piston ring; 45, Paul Winters, Dale Halliday, overheating; 65, Dave Watson, Monzetta Panhard, burnt hole in piston; 66, Dick St. John, MG Special; Jay Hills, Porsche Carrera; 152, Jay Chamberlain, Lotus, popped out of gear, sideswiped hay bale, fender rubbing tire; 183, Hal Hamilton, Porsche Spdstr.; Overheating; 209, Dick Madiera, Denzel, lost power; 231, Jim Parkinson, MGA, engine just quit; 260, Jim Starbuck, Crosley Special.

Race No. 14—Ladies' Race and Prod. Sedans up to 1500 cc. Time: 15:30. Laps: 8. Avg. 68.2. Miles: 17.6.

				C	D	E	F	G	SED.
1	88	Ruth Levy	Porsche Spyd.						1
2	210	Mary Davis	Aston Martin						2
3	97	Linda Scott	MG-TD						1p
4	193	Betty Shutes	Porsche Su. Spd.						2p
5	95	Ginny Simms	TR3						3p
6	84	Ruth Doushness	TR3						1f
7	777	E. Forbes-Robinson	Simca Aronde						2f
8	46	Roz Alexander	Austin Healey						2p
9	14	Reg Wilson	Volvo 444						4
10	200	Jackie Bondurant	Volvo						3
11	149	Barbara Dettman	TR2						4p
12	164	Barbara Windhorst	Austin Healey						3p
13	176	Joan Fischel	MGA						4p
14	110	Marie Dixon	MGA						3f
15	74	Jack Dair	Volvo						5
16	79	Elizabeth Peters	Jag XK140MC						6p
17	209	Louise Cano	Danzel Spyd.						4g
18	237	Norah Taylor	MG MKII						7p
19	53	Jack Nicholas	DKW						5g
20	71	Joan Hirsh	Volvo Sedan						6f
21	80	Sue Mathews	Jag XK120						1
22	217	Shirley Alvarez	Jag XK120						9p
23	42	Axel Duwe	Morris Minor						10p
24	82	Sunnie McBride	MG-TF						11p
25	189	Joe Catron	Simca						
26	114	Ione Wheeler	Panhard						
27	41	Maureen Lee	Alfa Glu. Spyd.						
28	106	Patt Scott	MG-TD						
29	135	Janis Owens	MG MK II						

Ladies—23 Starters (3Cp, 2Dm, 2Dp, 4 Ep, 3 Fm, 8 Fp, 1G); Sedans—6 Starters (4F, 2G). Did not finish—none.

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NO OFFICIAL ACTION YET ON MILLE MIGLIA

BRESCIA, Italy, May 29—Finally breaking its silence, the Auto Club of Brescia issued a formal statement in which the key point was that "no decisions or actions . . . have been taken up to this time," concerning the Mille Miglia, which it sponsors.

The Brescia club said it wished to "counteract the various stories which have appeared in the press," and also added "none of these anticipations (race cancellation or modification) conform to the facts."

Insiders believe the statement clearly indicated the club will again stage the Mille Miglia in the future.

DETROIT TO CONSIDER BAN ON AUTO RACING

DETROIT, May 29—The Automobile Manufacturers Association meets here June 6 for its annual conclave, with the possibility that Detroit's participation in any and all forms of automotive competition may get the boot as one of the major items under discussion.

Such matters as the Mobilgas Economy Run, the furnishing of pace cars at Indianapolis and other major events, Chevrolet's Soap Box Derby, and the outright sponsorship of many factory stock-car racing teams under National Association for Stock Car Auto Racing (NASCAR) and United States Auto Club (USAC) sanction will be banned if AMA members so vote.

The AMA has some 25 members, according to Publicity Director Harry Williams, who was reluctant about disclosing details concerning a resolution banning race participation, or the method of voting.

It is believed the National Safety Council, with headquarters in Washington, D.C., is the prime mover behind the resolution. The NSC also has struck out against "hot rod" clubs and "drag strips" in recent moves.

DUNCAN, IN MASERATI, FIRST AT COFFEYVILLE

COFFEYVILLE, Kan., May 19—Dale Duncan, driving A. V. Dayton's new 3-liter Maserati, won the feature after a wild battle with Jack Hinkle in another of the Orsi brothers' bombs. Ray Jones drove A. D. Logan's Monza to third place. Duncan and Hinkle lapped the entire field twice except for Jones, who trailed by one lap. The course seemed to be made for the Maseratis, having a one-mile straightaway and 1½ miles of tight fast corners.

In the semi-final event both Dieter and Donner got revenge for their many defeats by the Kurtis-Offy. Young Johnny Roehle drove Hinkle's little monster in this event. Bob Aylward drove the Lotus to a beautiful 4th place, having only 3rd and 4th gears.

Frank Rand unveiled one of the first of the SS Mark 1 Corvettes, which had the four speed box, the air cooled brakes, etc. Frank soundly beat all the production cars in both races, finishing 7th overall in the feature. The races were sponsored by the Kansas region of the SCCA and the Mirza Shrine Temple.

—MONTY ROBERTS

Here are the results of the races at Coffeyville, Kansas, May 19:

RACE 1 Prod. under 2000cc & Mod. under 1500cc 10 laps—25 miles avg. 73.5mph—1. Donner, Bob, Porsche Spyder; 2. Dieter, Cy, Porsche Spyder; 3. Hinkle, Jack, Kurtis-Offy.

RACE 2 Prod. over 2000cc & Mod. over 1500cc 10 laps—25 miles avg. 79.2mph—1. Duncan, Dale, Maserati 300; 2. Hinkle, Jack, Maserati 300; 3. Stonedale, Bob, Jaguar XKSS.

RACE 3 Prod. under 2000cc & Mod. under 1500cc 20 laps—50 miles avg. 73.5mph—1. Donner, Bob, Porsche Spyder; 2. Dieter, Cy, Porsche Spyder; 3. Roehle, John, Kurtis-Offy; 4. Aylward, R. A., Lotus II; 5. Walsh, Ed, Porsche Carrera.

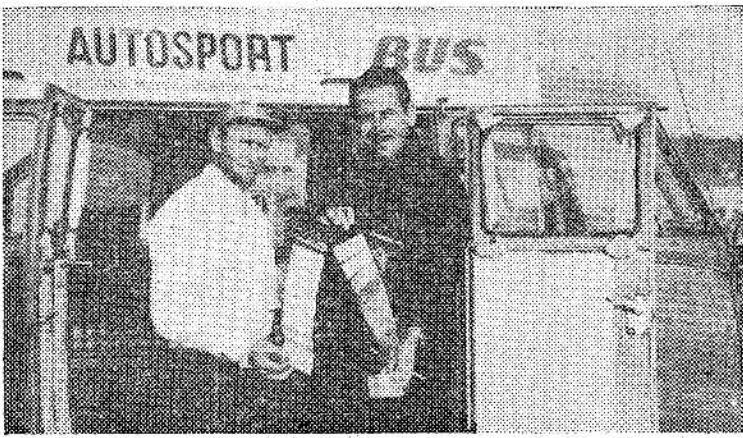
RACE 4 Prod. over 2000cc & Mod. over 1500cc 25 laps—65 miles avg. 78.5mph—1. Duncan, Dale, Maserati 300; 2. Hinkle, Jack, Maserati 300; 3. Jones, Ray, Monza Ferrari; 4. Stonedale, Bob, Jaguar XKSS; 5. Schroeder, Bob, Buick-Kurtis.

A drivers' training program to coincide with the opening of the new course near Riverside, Calif., is contemplated by the National Sports Car Drivers Assn.

Race No 15—Main Event, Over 1500 cc. Time: 60:57. Laps: 35. Avg.: 75.85. Miles: 77.

				B	C	D	E	F
1	70	Eric Hauser	Balchowsky Buick	1				
2	11	John Von Neumann	2.5 Ferrari		1			
3	2	Phil Hill	4.9 Ferrari			1		
4	118	Jean P. Kunstle	Porsche R. S. Spy.				1	
5	133	Jerry Austin	D Jag		2			
6	210	Richie Ginther	Alston Martin DB			2		
7	1	Jim Hall	Ferrari Monza			3		
8	179	Robert Path	Ferrari Monza			4		
9	18	Carlyle Blackwell	C Jag		3			
10	38	Jack Bates	Mercedes 300SL			5p		
11	149	Bob Bondurant	TR2			6		
12	71	Bill Dixon	Slata Flat				1p	
13	124	Jim Firestone	Frazer Nash				2	
14	99	Bruce Danielson	Ferrari MM				3	
15	173	Russell Knight	TR2				7	

21 Starters—(2Bm, 4Cm, 7 Dm, 1Dp, 2Em, 3Ep, 2Fm). Did not finish—6, Bill Pollack, Buick Kurtis, piston failure; 48, Gordon Crowder, AC Ace Bristol, sheared axle; 59, Bob Oker, Morgan, rod through block; 88, Skip Hudson, Porsche 550, engine stopped; 204, Don Huette, Jaguar, hit hay bale on turn 1; 2



MEMBERSHIP CARDS to 30 auto clubs all over the world are shown by Vilem B. Haan, right, at recent race meet. Frank Allen, KBLA Motor Classics, not to be outdone, exhibits his string of press cards. It was a tie.

VIGNETTES BY VIGNOLLE

(Continued from Page 3)

N. Y., Aug. 17-18; Thompson, Conn., Sept. 1-2; Elkhart Lake, Sept. 7-8; Bridgehampton, N. Y., Sept. 28-29; Virginia Raceway, Oct. 26-27. Only ones with a Western tinge are Fort Worth, June 2, and Palm Springs in November, so you see what a miserable stinking deal this alleged National SCCA setup is.

If Cary is able to get on the pelota as he hopes with the aforementioned races, there might be some semblance of balance; otherwise, the Westport Pharaohs, with their Bite (now reduced) and other idiotic goings-on, ought to restrict their activities to just the East and forget all about the West. Or there should be a revolt. Personally, I'm for revolutions.

This Freeloader Is a Real Pip!

Dear Dominic:

Remember that Porsche Miles flipped, end-over-end, at Torrey Pines? Well, remind me to tell you about that big stink that's come up on the sale of that car (but not the same engine) . . . And remind me to tell you more about that young freeloader (male) who crashes all press shindigs, premieres, etc. (this jerk is a pip!) . . . Look for the Fiat to really move, now that Max Hoffman had his big opening on Wilshire Blvd. It looks good and the price (at present) seems right . . . Josh Hogue, SF Chronicle sports car expert, just back from the big and successful Triumph TR3 European tour, reports British Petroleum did a bang-up pubrel job that left all Americans groggy. Most of the roads lousy, petrol tab completely out of line (75c to \$1.50 per gal.), Champagne good (35c to \$24 per bottle depending on the gal who went with it) . . . And Betty Hogue handed me a sign which read: HELP STAMP OUT THE DETROIT MONSTER. . . This should please Casper the Mortician. . . Tom Wilson did a tremendous job as chief custodian of Frank Rhode's VW MOTORACING press bus at the Santa Rosa races last Sunday . . . Carl Block of Oakland Transport Motors beamed over the way Tom hosted the gang . . . Thanks again to CBS' Rrt Peck for sending along the excellent columns by Frank Blunk of the NY Times, and Denise McCluggage of the NY Herald-Tribune. We get the clips the very next day. Denise, about whom Time mag recently had a yarn, posted the second fastest average at Cumberland in a Porsche. Would like to see her tangle with Ruth Levy . . . The SF SCCA boys did a terrific job at the highly-successful Santa Rosa races. Controversial Johnny Cooper was working at the start-finish line . . . SF Region hopes for a mid-July race close by Lake Tahoe. This would be a humdinger. Tentative plans call for August races at Santa Rosa (Cotati), with a six-hour race on Saturday and a regular program on Sunday . . . There's a behind-the-scenes tug-o-war involving Riverside's new money interests (allegedly \$150,000-\$200,000) and the faction that originally got the project rolling. More on this later . . . You should see the SS Jag Sam Weiss brought from Kjell Qvale . . . A beaut.

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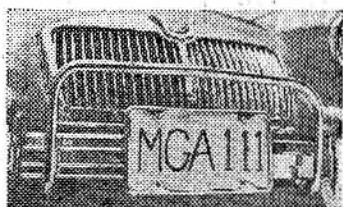
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DRIVERS' PRO UNION STRIVES FOR SAFETY

MONTE CARLO, May 20—Formation of the International Union of Professional Pilots was disclosed here today as drivers banded together in a move towards safety regulations for their own protection.

Louis Chiron, a retired Monaco race driver, was elected president, and Juan Manuel Fangio of Argentina and Piero Taruffi of Italy vice-presidents.

Chiron said the IUPP would assign representatives in each country staging major events to effect a liaison with race organizers for the promotion of safety factors.

Founding members included: Count Wolfgang Von Trips, Umberto Maglioli, Maurice Trintignant, Rock Flockhart, Mike Hawthorn, Stirling Moss and Fangio.

Forbes-Robinson

(Continued from Page 7)

tooling that little Testa Rossa was beautiful to watch. First past Hill, then after Hauser, and with about 15 minutes to go, he pulled Hauser on the short back straight to go into the lead.

Now if John could drive as well when he is out in front, as he can when he is chasing someone, he would have had the race in the bag, but Hauser is picking himself up a reputation as a pressure driver, and it is a well-deserved reputation, because he never lets up on the car in front. He began putting pressure on von Neumann. Hill was again holding his position by figuring out a way to get the pedal up on the 4.9 Ferrari and was running 3rd.

HILL KEEPS BUSY
What he figured out was that by operating the throttle with his left foot, and pumping like mad 10 or 12 times with his right, he could get enough pedal to use some brakes. Then, shifting the left foot to the clutch and his right to the brakes at the same time he could hold the pressure, and still shift down. All this maneuvering was required because the throttle is between the clutch and the brake, and he couldn't pump the brake with his left foot, which is normal procedure — so he was a bit busy during the last of the race and may

sure on him by Hauser, and were keeping their fingers crossed, because of John's friendly habit of leading a race until his last lap, and then overdoing it some place. This time it was on turn 4, and Hauser immediately blew into the lead to win the race. John would perhaps do better on his last laps if he would try and keep his lap time up, instead of balloon footing it to play safe, which does not seem to work. Bouquets this week to a much improved driver, Dick Madeira in the Denzel, who drove exceptionally well both days, but was outstanding in the rain on Saturday. Well done, Dick.

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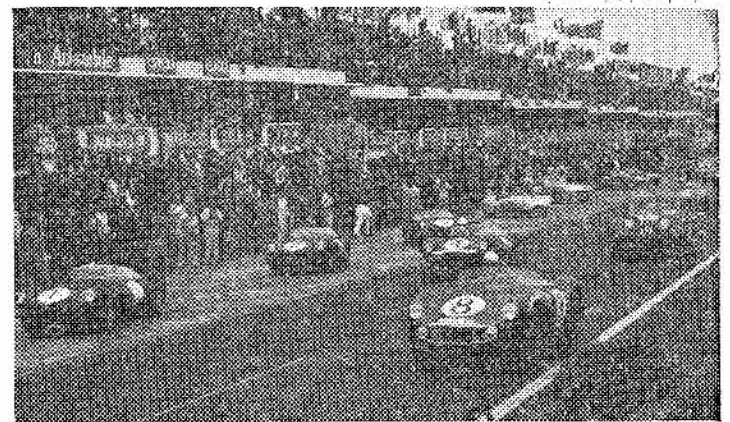
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THIS SCENE, taken at last year's Le Mans race, will be duplicated June 22-23, when the 24-hour classic is held in France. Ninian Sanderson and Ron Flockhart won the grind in privately-owned D-Jaguar last year.

SUSPEND VOLVO SPORTSTER

The Swedish manufacturer, Volvo, has ceased production of its plastic-bodied two-seater sports car. The company aims to export over 10,000 sedans to the United States this year.

RENAULT OUTPUT ZOOMS

France's Renault motor works has produced its 100,000th Dauphine, which was introduced just over a year ago.

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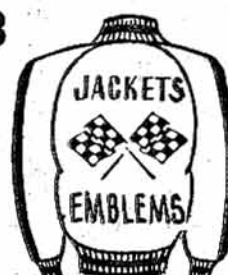
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